

# The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 4893

號八初月六年一十三緒光

MONDAY, JULY 10 1905.

一拜禮

號十月七英曆

\$30 PER ANNUM.  
SINGLE COPY, 10 CENTS.

## Banks.

### HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000  
RESERVE FUND.....  
Sterling Reserve.....\$10,000,000  
Silver Reserve.....\$8,000,000  
RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

COURT OF DIRECTORS:  
H. A. W. SLADE, Esq., Chairman.  
A. HAUPT, Esq., Deputy Chairman.  
Hon. C. W. DICKSON, Esq.  
E. Goetz, Esq.  
G. H. Medhurst, Esq.  
A. J. Raymond, Esq.  
F. Salinger, Esq.  
H. Schubart, Esq.  
R. Shillim, Esq.  
Hon. R. Shewan, Esq.  
N. A. Siebs, Esq.

CHIEF MANAGER:  
Hongkong, J. R. M. SMITH.

Shanghai, H. E. R. HUNTER.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:  
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:  
For 3 months, 2½ per Cent. per Annum.  
For 6 months, 3 per Cent. per Annum.  
For 12 months, 3½ per Cent. per Annum.

J. R. M. SMITH, Chief Manager.

Hongkong, 17th May, 1905. [22]

### HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,  
J. R. M. SMITH, Chief Manager.

Hongkong, 1st May, 1905. [23]

### INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS AUTHORIZED.....GOLD \$10,000,000  
CAPITAL PAID UP.....GOLD \$3,250,000  
RESERVE FUND.....GOLD \$3,250,000

HEAD OFFICE: NEW YORK.

LONDON OFFICE: THREADNEEDLE HOUSE, E.C.

LONDON BANKERS: NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

UNION OF LONDON AND SMITH'S BANK, LTD.

BRITISH LINEN COMPANY BANK.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and accepts Fixed Deposits at Rates which may be ascertained on application.

CHARLES R. SCOTT, Manager.

20, Des Vaux Road, Hongkong, 26th May, 1905. [21]

### THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.  
CAPITAL SUBSCRIBED.....Yen 24,000,000  
CAPITAL PAID-UP....." 18,000,000  
CAPITAL UNCALLED....." 6,000,000  
RESERVE FUND....." 9,750,000

Head Office—YOKOHAMA.

Branches and Agents:

TOKIO, NEW YORK, HONOLULU, NAGASAKI, SHANGHAI, LYONS, SAN FRANCISCO, NEWCHWANG, KUMDEN, PORT ARTHUR, CHEFOO, DALNY, KOBÉ, KOREA.

LONDON BANKERS: THE LONDON JOINT STOCK BANK, LTD.

PARRS' BANK, LTD.

THE UNION OF LONDON AND SMITHS BANK, LTD.

HONGKONG BRANCH—INTEREST ALLOWED:  
On Current Account at the rate of 2 per Cent. per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per Cent.

On fixed deposits for 6 months at 4 per Cent.

On fixed deposits for 3 months at 3 per Cent.

On fixed deposits for 1 month at 2 per Cent.

On fixed deposits for 1 week at 1 per Cent.

On fixed deposits for 1 day at ½ per Cent.

On fixed deposits for 1 hour at ¼ per Cent.

On fixed deposits for 1 minute at 1/100 per Cent.

On fixed deposits for 1 second at 1/1000 per Cent.

On fixed deposits for 1 millisecond at 1/10000 per Cent.

On fixed deposits for 1 microsecond at 1/100000 per Cent.

On fixed deposits for 1 nanosecond at 1/1000000 per Cent.

On fixed deposits for 1 picosecond at 1/10000000 per Cent.

On fixed deposits for 1 femtosecond at 1/100000000 per Cent.

On fixed deposits for 1 attosecond at 1/1000000000 per Cent.

On fixed deposits for 1 zeptosecond at 1/10000000000 per Cent.

On fixed deposits for 1 yoctosecond at 1/100000000000 per Cent.

On fixed deposits for 1 rontosecond at 1/1000000000000 per Cent.

On fixed deposits for 1 quectosecond at 1/10000000000000 per Cent.

On fixed deposits for 1 sextosecond at 1/100000000000000 per Cent.

On fixed deposits for 1 septosecond at 1/1000000000000000 per Cent.

On fixed deposits for 1 octosecond at 1/10000000000000000 per Cent.

On fixed deposits for 1 nonosecond at 1/100000000000000000 per Cent.

On fixed deposits for 1 decasecond at 1/1000000000000000000 per Cent.

On fixed deposits for 1 centisecond at 1/10000000000000000000 per Cent.

On fixed deposits for 1 decisecond at 1/100000000000000000000 per Cent.

On fixed deposits for 1 second at 1/1000000000000000000000 per Cent.

On fixed deposits for 1 minute at 1/10000000000000000000000 per Cent.

On fixed deposits for 1 hour at 1/100000000000000000000000 per Cent.

On fixed deposits for 1 day at 1/1000000000000000000000000 per Cent.

On fixed deposits for 1 week at 1/10000000000000000000000000 per Cent.

On fixed deposits for 1 month at 1/100000000000000000000000000 per Cent.

On fixed deposits for 1 year at 1/1000000000000000000000000000 per Cent.

On fixed deposits for 10 years at 1/10000000000000000000000000000 per Cent.

On fixed deposits for 100 years at 1/100000000000000000000000000000 per Cent.

On fixed deposits for 1000 years at 1/1000000000000000000000000000000 per Cent.

On fixed deposits for 10000 years at 1/10000000000000000000000000000000 per Cent.

On fixed deposits for 100000 years at 1/100000000000000000000000000000000 per Cent.

On fixed deposits for 1000000 years at 1/1000000000000000000000000000000000 per Cent.

On fixed deposits for 10000000 years at 1/10000000000000000000000000000000000 per Cent.

On fixed deposits for 100000000 years at 1/100000000000000000000000000000000000 per Cent.

On fixed deposits for 1000000000 years at 1/1000000000000000000000000000000000000 per Cent.

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On fixed deposits for 1000000000000000000 years at 1/100 per Cent.

On fixed deposits for 10000000000000000000 years at 1/1000 per Cent.

On fixed deposits for 100000000000000000000 years at 1/100 per Cent.

On fixed deposits for 1000000000000000000000 years at 1/1000 per Cent.

On fixed deposits for 10000000000000000000000 years at 1/100 per Cent.

On fixed deposits for 100000000000000000000000 years at 1/1000 per Cent.

On fixed deposits for 1000000000000000000000000 years at 1/100 per Cent.

On fixed deposits for 10000000000000000000000000 years at 1/1000 per Cent.

On fixed deposits for 100000000000000000000000000 years at 1/1000 per Cent.

On fixed deposits for 1000000000000000000000000000 years at 1/1000 per Cent.

On fixed deposits for 10000000000000000000000000000 years at 1/100 per Cent.

On fixed deposits for 100000000000000000000000000000 years at 1/1000 per Cent.

## Mails.

### PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

LONDON and ANTWERP VIA MANILA, SINGAPORE, PENANG, COLOMBO, PORT SAID, SUEZ & MARSEILLES. PALMA G. W. Cockman, R.N.R. About 12th July Freight only.

SHANGHAI.....COROMANDEL G. M. Montford, R.N.R. About 18th July Freight and Passage.

LONDON, &c.....SIMLA C. D. Goldsmith, R.N.R. July 15th See Special Advertisement.

LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID. JAVA S. Barcham About 20th July Freight and Passage.

For Further Particulars, apply to L. S. LEWIS, Acting Superintendent.

Hongkong, 10th July, 1905. [2]

## Intimations.

### LANE, CRAWFORD & CO.



LANE, CRAWFORD & CO. ARE NOW BOOKING ORDERS FOR THE ABOVE SPECIALLY BLENDED FOOCHOW TEA.

PRICES:  
Including Freight, Duty and Delivery to any address in the United Kingdom,  
Per 10 Catty Box, \$17.50. Per 5 Catty Box, \$10.00.  
Hongkong, June 16th, 1905. [34]

### CALDBECK, MACGREGOR & CO.

WINE AND SPIRIT MERCHANTS,  
15, QUEEN'S ROAD.  
ESTABLISHED 1864.  
Hongkong, 4th July, 1905. [17]

### E. C. WILKS & Co., CONSULTING MARINE & ELECTRICAL ENGINEERS, SURVEYORS, ETC.

SHIPS DESIGNED, CONSTRUCTED AND SUPERVISED.  
AGENTS FOR THORNYCROFT'S MOTORS AND MOTOR LAUNCHES, RACING AND CRUISING.

OUR MOTORS  
For Reliability, Durability, Workmanship, Lightness.  
Estimates cheerfully given.



OUR PROPELLERS  
Are fitted to the Principal Racing Launches in Europe.  
Designed and Finished for Highest Efficiency.

Agencies—GENERAL ELECTRIC CO., W. H. ALLEN & SON'S, ENGINEERS, BEDFORD, H. W. JOHN'S CANADIAN ASBESTOS GOODS, Cable Address: "MARINERWORK," Hongkong, Telephone No. 358, 22, Beaconsfield Arcade, Hongkong.  
Hongkong, 1st February, 1905. [301]

## Intimations.

When nature flags,  
and health fails,  
try



[57]



TRY IT  
"CLUB"  
THAT'S ALL.

Pronounced the best Scotch Whisky at the price on the Market.

Per Dozen \$14.00  
H. PRICE & CO.,  
12, QUEEN'S ROAD.

Hongkong, 22nd June, 1905. [36]

## PHOTO SUPPLIES.

### LONG, HING & Co.,

17, QUEEN'S ROAD.  
Hongkong, 15th May, 1905. [45]

## Hotels.

### HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

A. F. DAVIES, Acting Manager.  
Hongkong, 7th February, 1905. [26]

### CONNAUGHT HOTEL.

A FIRST-CLASS FAMILY AND COMMERCIAL HOTEL, situated near the Banks, PRINCIPAL OFFICES and in the MAIN STREET.

Large and lofty Rooms, Elegantly Furnished. Flush Water Lavatories.  
Hydraulic Elevator. Excellent Cuisine and Wines.  
Hot and Cold Water Baths and Shower Baths. Under European Management.  
Launch Service for Guests.  
Hongkong, 16th June, 1905. [658]

### HOTEL CRAIGIEBURN.

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 68.  
For Terms, &c., apply to the MANAGER.  
Hongkong, 2nd July, 1905. [28]

### KOWLOON HOTEL.

VICTORIA HOTEL, MACAO HOTEL,  
SHAMEN, CANTON, MACAO, CHINA.  
ON THE BRITISH CONCESSION. IN THE CENTRE OF THE PRAIA GRANDE.

BOTH HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT.  
EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.  
Wm. FARMER, Proprietor.

## JAPAN COALS.

### THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.  
LONDON BRANCH:—24, LIME STREET, E.C.  
HONGKONG BRANCH:—PRINCE'S BUILDINGS, 102, HOUSE STREET.

#### OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chongqing, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Matsuura, Kure, Shimodaira, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchino, Sasebo, Milke, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujiyama, Hokoku, Hondo, Ichimura, Kanada, Mameda, Manpura, Onoura, Otsuji, Sasahara, Tsukubara, Yoshinotani, Yoshio, Yuzokibara and other Coals.

S. MINAMI, Manager, Hongkong.

### HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.  
WEEK DAYS.  
7.00 a.m. to 7.30 a.m. Every 30 minutes.  
7.30 a.m. to 8.00 a.m. Every 15 minutes.  
8.00 a.m. to 8.30 a.m. Every 15 minutes.  
8.30 a.m. to 9.00 a.m. Every 15 minutes.  
9.00 a.m. to 9.30 a.m. Every 15 minutes.  
9.30 a.m. to 10.00 a.m. Every 15 minutes.  
10.00 a.m. to 10.30 a.m. Every 15 minutes.  
10.30 a.m. to 11.00 a.m. Every 15 minutes.  
11.00 a.m. to 11.30 a.m. Every 15 minutes.  
11.30 a.m. to 12.00 p.m. Every 15 minutes.  
12.00 p.m. to 12.30 p.m. Every 15 minutes.  
12.30 p.m. to 1.00 p.m. Every 15 minutes.  
1.00 p.m. to 1.30 p.m. Every 15 minutes.  
1.30 p.m. to 2.00 p.m. Every 15 minutes.  
2.00 p.m. to 2.30 p.m. Every 15 minutes.  
2.30 p.m. to 3.00 p.m. Every 15 minutes.  
3.00 p.m. to 3.30 p.m. Every 15 minutes.  
3.30 p.m. to 4.00 p.m. Every 15 minutes.  
4.00 p.m. to 4.30 p.m. Every 15 minutes.  
4.30 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 5.30 p.m. Every 15 minutes.  
5.30 p.m. to 6.00 p.m. Every 15 minutes.  
6.00 p.m. to 6.30 p.m. Every 15 minutes.  
6.30 p.m. to 7.00 p.m. Every 15 minutes.  
7.00 p.m. to 7.30 p.m. Every 15 minutes.  
7.30 p.m. to 8.00 p.m. Every 15 minutes.  
8.00 a.m. to 9.00 a.m. Every 15 minutes.  
9.00 a.m. to 9.30 a.m. Every 15 minutes.  
9.30 a.m. to 10.30 a.m. Every 15 minutes.  
10.30 a.m. to 11.00 a.m. Every 15 minutes.  
11.00 a.m. to 12.00 p.m. Every 15 minutes.  
12.00 Noon to 1.00 p.m. Every 15 minutes.  
1.00 p.m. to 2.00 p.m. Every 15 minutes.  
2.00 p.m. to 3.00 p.m. Every 15 minutes.  
3.00 p.m. to 4.00 p.m. Every 15 minutes.  
4.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 6.00 p.m. Every 15 minutes.  
6.00 p.m. to 7.00 p.m. Every 15 minutes.  
7.00 p.m. to 8.00 p.m. Every 15 minutes.  
8.00 p.m. to 9.00 p.m. Every 15 minutes.  
9.00 p.m. to 9.45 p.m. Every 15 minutes.  
9.45 p.m. to 11.15 p.m. every half hour.  
SUNDAYS.  
8.00 a.m. to 9.00 a.m. Every 15 minutes.  
9.00 a.m. to 9.30 a.m. Every 15 minutes.  
9.30 a.m. to 10.30 a.m. Every 15 minutes.  
10.30 a.m. to 11.00 a.m. Every 15 minutes.  
11.00 a.m. to 12.00 p.m. Every 15 minutes.  
12.00 Noon to 1.00 p.m. Every 15 minutes.  
1.00 p.m. to 2.00 p.m. Every 15 minutes.  
2.00 p.m. to 3.00 p.m. Every 15 minutes.  
3.00 p.m. to 4.00 p.m. Every 15 minutes.  
4.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 6.00 p.m. Every 15 minutes.  
6.00 p.m. to 7.00 p.m. Every 15 minutes.  
7.00 p.m. to 8.00 p.m. Every 15 minutes.  
8.00 p.m. to 9.00 p.m. Every 15 minutes.  
9.00 p.m. to 9.45 p.m. Every 15 minutes.  
9.45 p.m. to 11.15 p.m. every half hour.  
NIGHT CARS as on Week Days.  
SATURDAYS.  
Extra cars at 11.30 and 11.45 p.m.  
SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Vaux Road Central.  
JOHN D. HUMPHREYS & SON, General Managers.  
Hongkong, 29th December, 1904. [65]

### F. BLACKHEAD & CO.,







## Intimations.

WM. POWELL,  
LIMITED.-ALEXANDRA BUILDINGS,  
Des Vaux Road.FURNISHING  
DEPARTMENT,  
(FIRST FLOOR BY LIFT.)NEW  
TWIN  
BEDSTEADS,  
from \$65 to \$385 a pair.Stocked in  
BLACK AND BRASS,  
ENAMELLED  
GREEN AND BRASS,  
ENAMELLED  
BLUE AND BRASS,  
and  
ALL BRASS.BEST  
SPRING  
MATTRESSES  
FOR THE ABOVEat  
reasonable prices.SOLE AGENTS  
for  
ADDISON'S  
PATENT  
PORTABLE  
SANITARY  
COMMUNE,  
\$14.50 to \$21.50 each.

INSPECTION INVITED.

WM. POWELL,  
LTD.,  
HONGKONG.

Hongkong, 4th July, 1905.

## Intimations.

GOVERNMENT NOTIFICATION,  
No. 411.

TENDERS will be received at this Office until Noon of MONDAY, the 14th day of August, 1905, for the PURCHASE of the following PLANT AND MATERIALS, formerly in use on the Puna Reclamation Works (Ordinance No. 6 of 1889):—

Lot 1.—STRAM TOW BOAT built by the Hongkong and Whampoa Dock Co. in 1890. Length between perpendiculars, 90 feet. Breadth, extreme, 17 feet. Depth moulded, 8 feet. Compound surface condensing engine, about 14 H.P.

Lot 2.—FLOATING TRAM-DECK CRANE supplied by the Hongkong and Whampoa Dock Co. in 1893. Working load 8 tons at a radius of 50 feet. The Crane, built entirely of iron, and mounted on an iron Pontoon 60' x 10' x 6' 6", with semicircular ends. Draft 2' 6".

Lot 3.—LIGHTERS (1) for deck cargo (concrete blocks.) Built by the Hongkong and Whampoa Dock Co. in 1890. Constructed of Manila hardwood and Oregon pine, and sheathed with zinc. Dimensions 75' x 23' x 3' 6". Carry 20 tons on a draft of 3 feet.

Lot 4.—LOCOMOTIVE STEAM TRIPPER CRANE by Ransomes & Rapier. Working load 8 tons at a radius of 25 feet.

Also 516 lineal yards of 70 lb. flat-bottomed steel rails, with points and crossings, fish plates, bolts, spikes, and sundry platelayers' tools.

Lot 5.—DIVING GEAR by Siebe, Gorman & Co.:

2 No. Double Air Pumps  
1 " Single " Do.  
4 " Helmets.  
133 1/2 feet of second hand Air Pipe.  
150 " new " Do.  
And a quantity of new underclothing, &c.

Lot 6.—CONCRETE BLOCKS, 150 No., varying from 95 to 144 cubic feet, more or less damaged. Total bulk about 15,000 cubic feet.

For full particulars apply to the Public Works Department.

The Government does not bind itself to accept the highest or any tender.

By Command,  
F. H. MAY,  
Colonial Secretary.

Colonial Secretary's Office,  
Hongkong, 30th June, 1905. [372]

## NAVY CONTRACT.

TENDERS are invited for the SUPPLY OF LABOUR AND JUNKS in connection with the COALING of H.M. FLEET, etc., at Hongkong, for a period of 12 months from the 1st August, 1905.

Forms of Tender can be obtained on application to the Naval Store Officer, H.M. Naval Yard, Hongkong, and should be returned not later than Noon on 19th July, 1905.

Hongkong, 5th July, 1905. [716]

THE CLUB LUSITANO, LTD.  
NOTICE.

THE Certificate No. 147 for 20 Shares in the above Company numbered 54 to 56, 59 and 63, 64, 67 and 88, 140, and 178 to 187 all inclusive, standing in the Register of Shareholders in the name of ANTONIO SIMPLICIO GOMES, Junior, having been lost, Notice is hereby given that a Duplicate Certificate for the said Twenty Shares will be issued at the expiration of one calendar month from the date of this notice, and that the Original Certificate will, unless produced within that period, be hereafter held by this Company as null and void.

By Order,  
H. M. BASTO,  
Acting Hon. Secretary,  
Club Lusitano, Ltd.  
Hongkong, 24th June, 1905. [681]



Gold Medals PARIS 1889 &amp; 1900

Regd. Brand

HARRIS, CALNE &amp; WILTS, England.

REPRESENTATIVES FOR HONGKONG & CHINA,  
HOWARD & Co.,  
50, Queen's Road Central,  
Hongkong

A FOOK & Co.,  
12, Pottinger Street, Central.

GENERAL STOREKEEPERS, SHIP CHANDLERS  
AND COMPRADORES, COAL MERCHANTS  
AND STEVEDORES OF SIXTY  
YEARS STANDING.

ALL kinds of Provisions, Coal, Water and  
Bullies supply from alongside at the  
shortest notice and with all possible dispatch.  
Moderate terms.

Orders solicited.  
Hongkong, 27th February, 1905. [162]

## Hotel.

OCCIDENTAL  
HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS

TO ORDER IN

EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.  
Hongkong, 19th May, 1905. [37]

CHARACTER ACCORDING TO  
NOSES.

Rhinology, or the science of nose reading, is the latest fad, for no dignity is more easily conferred upon the race than that imparted by a handsome nose, and it is a well known fact that there is no disfigurement equal to a false nose. When the play "Cyrano de Bergerac" was all the rage no actor took the part without such a study of the meaning conveyed in noses as would astound the casual theatregoer. In fact, all actors know that the physical classification of noses with certain mental traits is undeniable and often historical engravings are consulted to see what type of nose a certain character possessed.

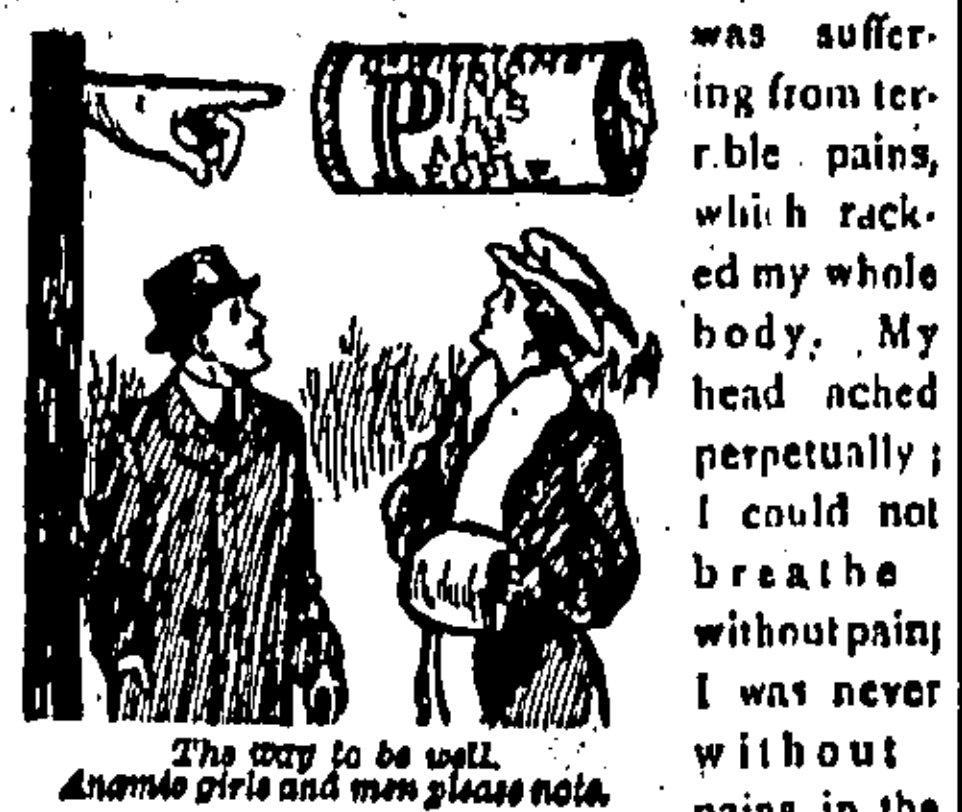
Nothing has ever been sung regarding the nose and little has been written, yet this much abused part of man's anatomy is worthy of extended notice, in spite of the fact that a really learned disquisition upon the nose does not exist. The novelist raves over his heroine's eyes, hair, complexion, but her nose which may indicate her character even more than the characteristics mentioned. King Solomon was perhaps the only writer brave enough to dilate on the nose of his ideal, and he in measured language compares her nose to the "Tower of Lebanon which looks toward Damascus." There is, however, more in the nose than the owner of the appendage seems aware of.

The classic Greek nose has been regarded as the ideal shape, though there are Roman, Caucasian, Mongolian and Ethiopian noses, each indicating a peculiar type of mental trait. Generally speaking, thick and flat noses denote material instincts and turned up noses bespeak vanity. Wide nostrils are a sign of strength, while small nostrils indicate weakness. Napoleon's knowledge of human nature made him select general with large noses, for this betokens intelligence, just as the eagle nose shows a firm, strong will. Possibly no nose speaks louder for itself than the alcoholic nose and it is as much to be feared as the pointed nose and chin, which injunction proclaims general wickedness. Certainly the most interesting nose is the cogitative, for it expands with thought, which comes according to rhinology, or the science of nose reading from reflection. Instances of these noses from Homer to Wesley and Shakespeare can be quoted.

## HUMAN FINGER POSTS.

THEY SHOW THE CURE OF ANEMIA—  
DR. WILLIAMS' PINK PILLS.

A human finger post to all of her sex is Mrs. Spriggs, of 5 Grange-road, Small Heath, Birmingham, England. She wants her remarkable recovery through Dr. Williams' Pink Pills to be widely known, that other women may learn the way to be well. "I had been Anemic from my early teens," she told a *Midland Evening News* reporter. "Four years ago I



was suffering from terrible pains, which racked my whole body. My head ached perpetually; I could not breathe without pain; I was never without pains in the stomach. I was forced to spend nearly the whole of my time lying on the sofa.

"A doctor attended me, and one day, after six months' suffering, I was taken for a drive. An old lady who noticed how weak and ill I looked told me of her neighbour who had suffered from my complaint and who had been cured by Dr. Williams' Pink Pills, so I determined to try them.

"It was not long before I felt relief," continued Mrs. Spriggs. "In fact, on the second day or so I felt an improvement.

"First of all, my breathing was easier; the pains in the abdomen diminished; also the racking pains in my body. After two bottles I could get about easily, and after four I felt quite strong again. I feel I ought to let others know what a valuable cure it is at hand in Dr. Williams' Pink Pills."

The troubles of Anemia, or Bloodlessness, do not end with languor, weakness, depression, and deathly pallor, for the stomach becomes too weak to digest food, and further ailments result. By supplying new and rich blood to the starved veins, Dr. Williams' Pink Pills cure the many troubles following Anemia. In like manner they have cured not once, but repeatedly, Pile, Liver disorders, Decline, and incipient Consumption, Rheumatism, Sciatica, Paralysis, St. Vitus' dance, and ladies' nervous derangements have also been cured by Dr. Williams' Pink Pills for Pale People, obtainable at medicine shops. The manufacturers, Dr. Williams' Medicine Co., Holborn-viaduct, London, will forward one bottle for 2s. 9d., or six bottles for 13s. 9d. Try another shop if Substitutes are offered—health is worth the trouble.

Mrs. Spriggs is now an active, healthy woman of thirty-five, and she assured the reporter repeatedly that she was never so well in her life as now. [59]

## JUST UNPACKED.

A CONSIGNMENT OF THE WELL-KNOWN PLASMON BISCUITS. They contain 20 per cent. of Plasmon and are more easily digested and afford greater nourishment and sustenance than any other. Plasmon raises the actual flesh forming value of food to a high and trustworthy degree. They are made in four varieties:—

SWEET, PLAIN (UNSWEETENED), WHOLE-MEAL AND CEREAL.  
H. RUTTONJEE,  
Hongkong and Kowloon.  
Hongkong, 31st July, 1905. [58]

## Auction.

PUBLIC AUCTION.  
IN THE SUPREME COURT OF  
HONGKONG.

## ORIGINAL JURISDICTION.

Action No. 135 of 1905.

To be sold by Public Auction by Order of the Supreme Court of Hongkong.

VALUABLE LEASEHOLD  
PROPERTY.

situate at Kowloon, in the Colony of Hongkong, ON  
FRIDAY,  
the 14th day of July, 1905, at 3 o'clock in the afternoon, at Messrs. HUGHES & HOUGH'S Sales Rooms, Des Vaux Road Central.

ALL THAT PIECE OR PARCELS OF GROUND registered in the Land Offices at Hongkong Island Lot No. 249 together with the Building thereon, known as No. 74, Des Vaux Road, Hung Hom, abutting on the North side thereof on Crown Land and measuring thereon 15 feet, on the South side thereof on Hung Hom Road and measuring thereon 15 feet, on the East side thereof on Hung Hom Inland Lot No. 234 and measuring thereon 50 feet and on the West side thereof on Hung Hom Inland Lot No. 248 and measuring thereon 50 feet; and which said Piece or Parcel of Ground contains in the whole 750 square feet and is delineated on the plan attached to the Crown Lease thereof and is coloured red thereon and is held from the Crown for the residue of the term of 75 years from the 19th day of December, 1892, granted by a Crown Lease dated the 3rd day of June, 1902. Annual Crown Rent \$7.00.

For further particulars and conditions of sale, apply to—  
Messrs. JOHNSON, STOKES & MASTER,  
Solicitors for the Plaintiffs in the above action, or to  
Messrs. HUGHES & HOUGH,  
Auctioneers.  
Dated the 28th day of June, 1905. [696]

## Insurance.

## NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept FIRST CLASS FOREIGN AND CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.  
Hongkong 28th May, 1895. [152]

## Consignees.

## FROM ANTWERP, PENANG AND SINGAPORE.

THE H. A. L. Steamship  
"ARCADIA,"  
Captain Schmidt, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 15th instant, at 3 P.M.

No Fire Insurance has been effected.  
HAMBURG-AMERIKA LINE,  
Hongkong Office.  
Hongkong, 8th July, 1905. [726]

FROM HAMBURG, BREMEN, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

THE H. A. L. Steamship

"SPEZIA,"  
Captain Ehlers, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 12th instant, at 3 P.M.

No Fire Insurance has been effected.  
HAMBURG-AMERIKA LINE,  
Hongkong Office.  
Hongkong, 6th July, 1905. [721]

"SHIRE" LINE OF STEAMERS.  
NOTICE TO CONSIGNEES.  
FROM MIDDLESBOROUGH, LONDON AND STRAITS.

THE Steamship  
"DENBIGHSHIRE,"  
Captain W. A. Evans, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst., at 2.30 P.M.

No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
SHEWAN, TOMES & Co.,  
Agents.  
Hongkong, 6th July, 1905. [719]

## Consignees.

## NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.  
FROM ANTWERP, MIDDLESBORO',  
LONDON AND STRAITS.

## THE Steamship

## "GLENLOGAN,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before 4 P.M., TO-DAY.

No Fire Insurance has been effected.  
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognised.

McGREGOR BROS. & GOW.  
Hongkong, 7th July, 1905. [723]

## NOTICE TO CONSIGNEES.

## THE P. &amp; O. S. N. Co.'s Steamer

## "JAPAN,"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—  
From London, &c., ex S.S. *Egypt*.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 12th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

L. S. LEWIS,  
Acting Superintendent.  
Hongkong, 6th July, 1905. [72]

## NOTICE TO CONSIGNEES.

## THE P. &amp; O. S. N. Co.'s Steamer

## "PESHAWUR,"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M., TO-DAY.

Goods not cleared by the 11th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

L. S. LEWIS,  
Acting Superintendent.  
Hongkong, 4th July, 1905. [72]

## PORTLAND AND ASIATIC STEAMSHIP COMPANY.

## NOTICE TO CONSIGNEES.

S.S. "NICOMEDIA,"  
FROM PORTLAND (OR.), YOKOHAMA, KOBE AND MOJI.

THE above steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their goods from alongside.

Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

ALLAN CAMERON,  
General Agent.  
Hongkong, 5th July, 1905. [12]

NORDDEUTSCHER LLOYD, BREMEN.  
IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

THE Steamship  
"SCHARNHORST"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, where delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 8 A.M., TO-MORROW.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 10th instant, at 9.30 A.M.

All Claims must reach us before the 15th instant, or they will not be recognised.

No Fire Insurance will be effected.  
Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.  
MELCHERS & Co.,  
Agents.  
Hongkong, 4th July, 1905. [3]

## Intimations.

ALL PERSONS having CLAIMS against Mr. JAMES R. SYMINGTON, Civil Engineer, are requested to send same in writing to his Attorney, WILLIAM JAMES HOBBS C/o the Underigned when they will be promptly liquidated.

Unless such Claims are sent in prior to the 31st July, 1905, no notice will be taken of them and they will not be recognised.

Dated the 5th day of July, 1905.  
JOHNSON, STOKES & MASTER,  
8, Des Vaux Road Central,  
Solicitors for the said Mr. WILLIAM JAMES HOBBS, Attorney for the said JAMES R. SYMINGTON.

## THE HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE is hereby given that the SIXTEENTH ORDINARY YEARLY MEETING OF THE SHAREHOLDERS will be held at the Company's Office, St. George's Buildings, on SATURDAY, the 15th July, at 12.30 P.M., for the purpose of presenting the Report of the Directors, together with a Statement of Accounts to 30th April, 1905, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 15th July, both days inclusive.

By Order of the Board of Directors,  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 27th June, 1905. [694]

## REWARD OF \$5,000.

OFFERED by the Undersigned for the ARREST AND CONVICTION of any Person or Persons who are in the habit of SMUGGLING large quantities of OPIUM into this Colony.

CHIN JOO HENG CO.,  
Opium Farmers.  
Hongkong, 19th June, 1905. [666]

BAY VIEW HOUSE,  
MACAO.

SITUATED at the most charming Part of Macao's Famous Beach, has just been opened for the public and for the benefit of HONGKONG VISITORS, who travel to this Delightful Resort.

BATHING PARTIES, and indeed every Holiday Seeker on pleasure bent, will find all their wants supplied at BAY VIEW HOUSE.

MORNING TEAS, BREAKFASTS, TIFINS, AFTERNOON TEAS, and DINNERS can be supplied to any number at the shortest notice, and at the most reasonable prices.

On SUNDAYS Meals served *a la carte* from 11 A.M. to 9 P.M.

Only the Finest Brands of WINES and LIQUEURS will be kept in stock.

LIGHT REFRESHMENTS of every description, including Ices, may be had at the lowest prices.

After one trial of the fancy fare at BAY VIEW HOUSE, you will be loth to return to Hongkong.

TELEGRAPHIC ADDRESS:  
"BAYVIEW, MACAO."  
Macao, 7th June, 1905. [641]

## THE WINE GROWERS SUPPLY CO.

HARRETTO &amp; Co.,

General Agents, Hongkong.

## SHERRIES.

## DIRECT SHIPMENTS FROM SPAIN.

Sherry ..... \$8.00 Per Dozen

Pale Sherry Dry (Gold Capsules) ..... 10.00 "

Pale Sherry Dry (Red Capsules) ..... 14.00 "

Gold Sherry (Yellow Seal) 15.00 "

Manzanilla (Red Capsules) 16.00 "

## MADEIRA.

Silver Capsules ..... \$12.00 "

Gold Do. .... 14.00 "

Red Do. .... 16.00 "

## MARSALA.

Marsala ..... \$12.00 Per Dozen

## MOSCATEL.



# Entimations.

A. S. WATSON & CO.,

LIMITED.

ESTABLISHED 1841.

WINE AND SPIRIT  
MERCHANTS.

ALEXANDRA BUILDINGS.

SHERRIES.

BOTTLED BY

G. O. G. SANDEMANN SONS &  
CO., LTD.

Per dozen.

Light Dry .....	\$13.00
Solera .....	18.00
Very Pale Dry .....	18.00
Full Golden .....	21.00
Pale Dry Nutty .....	24.00
Fine Old Brown .....	36.00

A. S. WATSON & CO.,

LIMITED,

Agents in Hongkong and South China for  
SANDEMANN'S WINES.

ESTABLISHED 1841.

Hongkong, 22nd June, 1905.

[32]

GREGOR & CO.,

34, QUEEN'S ROAD CENTRAL,

1ST FLOOR.

BEER

PILSENER.

CROWN LABEL.

\$13.00

Per Case of 4 Dozen Quarts.

\$19.50

Per Case of 8 Dozen Pints.

Hongkong, 16th June, 1905.

[33-14]

## BIRTH.

On 3rd July, at Shanghai, the wife of J. R. HARDING, Imperial Maritime Customs, of a son.

## MARRIAGE.

On 30th June, at Shanghai, JAMES MOORE, 4th son of Robert Moore of Liverpool, to MARY EVELING, eldest daughter of James Eveling, Shanghai.

On 1st July, at Shanghai, WALTER ERNEST WILSON, second son of Arthur Wilson, of South Kensington, London, to GEORGINA, second daughter of William Bourne, of Ilford, Essex.

On 1st July, at Shanghai, WILLIAM LEONARD, eldest (surviving) son of the late William Carly Thompson of Sydney, N. S. W., to MARY JANE, third daughter of William Godden of Elmfield, Campden, Gloucestershire.

On 5th July, at Shanghai, GEORGE MICHAEL BELLINGHAM, P. A. to N. L. L. ROSE SCOTT, only daughter of Captain J. A. Scott of the S. S. *Swal*.

## DEATH.

On 3rd July, at Mohkshan, D. R. S. infant daughter of Frank and Carrie Th. Lawlinson, aged one year and nine days.

## The Hongkong Telegraph.

HONGKONG, MONDAY, JULY 10, 1905.

### A SINGAPORE AMALGAMATION.

Although Singapore cannot hope to compete with Hongkong in respect of ship-building and engineering facilities, much interest will be aroused by the amalgamation of the two well-known firms of Riley, Hargreaves & Co. and Howarth Erskine, Ltd. These firms have been engaged in practically identical business, building and repairing engines, constructing vessels of medium tonnage, and kindred works. Indeed Riley, Hargreaves & Co. built the yacht for the Governor of the Straits Settlements, and although there has been a good deal of expert criticism as to the appearance, and lines of the vessel, nothing has been hinted derogatory of her sea-going qualities. The result of these two firms working in competition, a friendly competition it is true, was that quotations were kept at a moderate figure, and those requiring tenders had the satisfaction of knowing that they had the choice of two concerns when they desired anything done in the shipbuilding, repairing or engineering lines. Now that the two companies have amalgamated it was naturally feared that the "combine" would promptly celebrate their fusion by increasing prices all round—People in Singapore are just as keen on live competition, and have quite as firm a belief in the efficacy of rivalry, as the people of Hongkong. They recognise that competition means a gain for the public; and, besides, it stirs up the competitors to a sense of their responsibilities to the community and an appreciation of what is required. A trust, on the other hand, is able to say familiarly, "If you don't like it, lump it." It can afford to lie on its oars and play the autocrat so far as the general public are concerned. It is not obliged to rise to each and every occasion, to anticipate the wants of customers and to keep ahead of the times. It has, as an undisputed monopolist, the sublime privilege of dictating what may be done, instead of obeying the demands of those who seek its services. The public become the sycophants, while the trust lords it over them. At any rate that is too often the case, and if these views are somewhat exaggerated as applied to the Far East, it is only necessary to glance at the daily doings of American trusts to realise the ultimate possibilities of such amalgamations. Riley, Hargreaves & Co., and Howarth Erskine, Ltd., each paid satisfactory dividends to their shareholders while they were separate and rival concerns. Now that they have joined forces it may be anticipated that even those dividends which were reckoned as good in the past will be eclipsed by the dividends of the amalgamated firms in the future. To the average onlooker, however, the question of dividends is outside his thoughts. He is inclined to wonder whether the amalgamation will have the effect of creating a monopoly to the detriment of the customer. That this question has come to the fore in Singapore is evident from the fact that Mr. W. M. Robertson, the managing director of Riley, Hargreaves & Co., thought it necessary to make an explanation to the shareholders, on the subject. Truth to tell, his arguments in favour of amalgamation are extremely plausible, not only from the shareholder's point of view, but also from that of the customer. He remarked that in order to compete against British, American and German firms it was necessary to cut prices as fine as possible, with the result that in order to obtain a satisfactory dividend the turn-over of business had to increase in proportion. A greater turn-over means a greater stock, which, in turn, means a greater staff, which, again, means a greater expenditure. The amalgamated concern will be able to dispense with the double stock and introduce new varieties; while the money of the two firms lying in duplicated stock can be laid out to more profitable advantage. Moreover, the cost of the staff will be reduced. As Mr. Robertson said: "It is confidently anticipated that, even if the number of principal members of the staff is not reduced, the increased business which is bound to follow from the more advantageous em-

ployment of the general staff, will cause their salaries to bear a smaller proportion to the working cost of the business." With reference to the question as to prices, Mr. Robertson remarked that the new Company will be able to work at lower rates than is possible at present. That is the crux of the situation in the eyes of the outsider. The amalgamated concern can reduce their prices and the general body of customers will benefit, the shareholders also gaining by the increased business and the reduced capital expenditure. The managing director protested that the new Company would not be a monopoly, but what it was, if not a monopoly, he did not deign to say. Seeing that it has no competitor and can now defy any opponent starting in Singapore on similar lines, the amalgamated property would seem to be a first-class example of the monopolistic system, but the prospect of larger profits, bigger dividends and greater prosperity all round, has frequently the effect of acting as a purificatory fog to the mental vision. The scheme is of interest to Hongkong because it indicates the establishment of a possible rival to the Hongkong Dock Company, where the smaller craft plying in the Far East are in question. Fortunately, Hongkong is so far ahead in being able to deal with the leviathans of the sea as well as the pignices, and is so favoured by natural advantages that Singapore could at the best offer but slight competition against the Hongkong and Whampoa Dock Company. Still, the germs of a big undertaking lurk in the amalgamation and it will be well to keep an eye on its doings in the future.

### LOCAL AND GENERAL.

THE civil administration at Port Arthur was inaugurated on the 25th ult., Mr. Kawakami being at its head.

A NEW currency, the same as that of Japan, is to be introduced in Korea, and, so, stem the flood of corruption, all Korean officials are to have their salaries doubled.

THE Chinese troops in Shantung are said to be kept so strictly under discipline and so constantly at drill that they are committing suicide in despair, the commanding officer being a perfect martinet.—P. & T. Times.

THE *Mainichi* states that the number of mines laid by the Russians in the waters at Port Arthur must have been over 3,000. The work of clearing them away has made great progress, but it is believed that some 1,500 to 2,000 still remain to be dealt with.

ACCORDING to the *Shogto Shimpu*, eight million yen worth of Cardiff coal is stacked at Sasebo. Part of the immense supply has been purchased but the greater part represents captures from the enemy. The authorities are not a little perplexed how to deal with it.

THE *Shanghai Times* understands from a private telegram that has been received in Shanghai, that the well known war correspondent, Mr. Bennett Burleigh, has resigned his position on the *London Daily Telegraph*. The resignation, was handed in to his editor about the same date as the trial of Pavlov v. Ward opened in this settlement.

At the first meeting of the newly constituted Tanjong Pagar Dock Board Mr. J. R. Nicholson was appointed Chairman of the Board. The proceedings were private. Mr. W. J. Trowell, Government Inspector of Marine Surveys, has left for England on business connected with the Tanjong Pagar Dock. He will return, says the *Straits Times*, about three months' time.

WE are glad to find that the police are taken measures to put a stop to the many acts of cruelty which are perpetrated on some of the pig junks arriving in the Colony. By the time the "porkers" reach Hongkong they are in such a condition that many of them are unable to move for several hours, and then only after constant prodding on the snout with a pointed stick. This morning P. C. Herrie was patrolling in the police pinnace when he heard a most unusual squealing of pigs on board of a junk, and upon investigating found the animals stowed in such a way that many of them must have been suffering excruciating pains. In fact one of the pig's forelegs was broken. Mr. Orme marked his disapproval of such cruelty by fining the junkman \$25 or a month.

NOTWITHSTANDING that the rain continued to fall up to perilously close to the hour His Excellency had selected for being "at home" to his young friends at "Mountain Lodge," the Peak, on Saturday, the weather cleared suddenly and an ideal evening resulted for the function. In all there were some 100 little ones present, and everything that could be done for their entertainment and amusement was done. Capt. Arbuthnot-Leslie and Mr. R. A. B. Ponsonby, being most indefatigable in looking after the general comfort and enjoyment of His Excellency's guests. "Half-time" was marked by a temporary cessation of the games and races in progress, an adjournment being made to the marquee where all sorts of good things were lavishly laid out for the youngsters' delectation. Games again were resumed and continued until nearly seven o'clock when the watchful parents and guardians mustered their charges, and took them, reluctantly, home, each child's arms being laden with the presents and prizes bestowed by His Excellency's generous forethought, and the crowd of happy little faces spoke volumes for their appreciation of the royal good time that had been provided for them.

DR. MORRISON, the *Times* Peking correspondent, is en route to Washington to watch the Peace negotiations in the interest of the Japs and his journal.

It was learnt by wire that Mr. H. Schroeder, head of the Tientsin firm of Telge and Schroeder, was accidentally shot while out with a shooting party at Detmold on the 24th ult.

Y. K. regret to announce the death, which took place this morning, of Mr. E. A. Early, for many years assistant at the Victoria Dispensary, and for some time in charge of the branch at Canton.

THE Russian Government is reported to intend laying a line of railway from Suetlink to Habarovsk along the Amur, as originally planned, for which the easier line through Manchuria was afterwards substituted.

ACCORDING to northern exchanges the public godowns in Shanghai are in a very congested state. Consignees of cargo arriving from America have been notified that the goods will be landed and stored at the Pootung Wharves.

A TOKIO message to the *Asahi* states that, according to a private report received at Tokio, the Russians at Vladivostok have formed a balloon detachment, comprising seven officers and over thirty men. They are at present making experimental ascents every day.

THREE months' hard labour, six hours in the stocks, and 12 strokes with the birch rod were the sentences meted out to two young coolies at the Magistracy, this morning, on their being convicted of snatching gold ear-rings and hairpins from Chinese women at West Point. Inspector Collett was in charge of the case.

MRS. RICHARDSON, the English lady who arrived in Japan shortly after the outbreak of the war with the object of assisting in the nursing of the wounded, was recently decorated by the Empress with the Sixth Order of the Imperial Crown in recognition of services rendered. Mrs. Richardson leaves Japan on the 15th instant for Europe.

SAMUEL MILLER, runner R.G.A., was charged before Mr. F. A. Hazeland this morning with (1) behaving in a noisy and disorderly manner in tram-car No. 18, (2) avoiding and attempting to avoid payment of his legal fare for riding in the said car, and (3) assaulting conductor No. 20 of the said car, on Saturday last. The charges were proved and a fine of \$11 was inflicted.

VICEROY Chang Chih-tung has been appointed by the Kwangtung and Liang-Hu provinces to act as official representative in dealing with all transactions in connection with the Canton-Hankow Railway, such as finding funds for the redemption of the American interests and the completion of the line, and other business transactions.

CHRISTIE, the boxer, has left Shanghai for Tientsin. He is going north to try and arrange a boxing match with Billy Bellow of that port. In Shanghai he has just defeated McCoy of Shanghai. Christie's weight is about 156 lbs. whereas Billy Bellow only turns the scales at 138 lbs. In view of the discrepancies in weight and as the latter has practically retired from the ring, there is some doubt as to whether he will accept the challenge, of the ex-blue-jack. Should he do so, however, Billy Bellow may be depended upon to do his best.

FRANCISCO REYES has brought suit against the Hongkong and Shanghai Banking Corporation for \$380,000 damages which, as the complaint alleges, the corporation refused to allow him to make use of in meeting certain drafts on Spain. The case is full of interest to the business world, says the *Cable News*, and the importance attached to it is evidenced by the fact that the assistant chief manager of the concern paid a visit to Manila some time ago, in connection with the case. Senior Sierra, attorney for Francisco Reyes, has just returned from a visit to Hongkong with reference to the affair. Plaintiff prays for the payment of the above named sum, the payment of legal interests on the same, the cost of the suit and such other relief as to the court may seem just and equitable.

In the Court of Summary Jurisdiction in Hongkong to-day, before His Honour Mr. A. G. Wise, Puisne Judge, Lok Tan Tong sued U Chiu Ngo for \$15 odd, the balance of a debt due for goods delivered. The defendant sought to saddle a former employer, who has disappeared from Hongkong, with the debt, and he was represented by Mr. G. E. Morrell, of Messrs. Denny & Bowley. The plaintiff, who keeps a grocer's shop at 355, Des Voeux Road West, stated that he supplied goods to the defendant to the amount of \$44 odd. The defendant had paid two instalments of \$27 altogether leaving some \$15 still to be paid. Witness proved that the goods had been sold and delivered to the defendant and that he had paid two instalments. The defendant, however, maintained that he was working for a man named U Ling when the goods were obtained, and that his employer has a contract on a local steamer. "I don't know the plaintiff; I have never been in his shop," remarked the defendant. He brought his present employer to prove something, and the employer started to speak in Chinese, but presently to the amusement of the Court he was speaking English as if to the manner born. The only words he failed to understand were "wealthy" and "rich." Asked if U Ling, the missing employer of the defendant, was a "wealthy" man, the witness gazed in despair at the interrogator, until it was put colloquially—"Have got plenty cash." The witness's face lighted up as he replied "Have got." His Lordship in giving judgment observed: "I have no hesitation in saying that your client, the defendant, is a little story-teller. Judgment for plaintiff with costs."

## PROMOTION FOR COMMODORE DICKEN.

A naval correspondent writes to inform us that an intimation has been received in the Colony to the effect that Commodore Dicken, R.N., has been promoted to the rank of Rear-Admiral. Although no official confirmation has yet been received, the accuracy of the report is not doubted. The Commodore leaves for home in October next.

## THE "TRAVANCORE" INQUIRY.

MORE INTERESTING EVIDENCE.

The inquiry into the stranding of the British sailing vessel *Travancore* was continued this morning at the Marine Court, composed of Hon. Captain L. A. W. Barnes-Lawrence, R.N. (President); Captain C. R. McCallum, R.N., H.M.S. *Tamar*, Captain St. John George, R.N., *Macquarie*, and Captain W. Kobb, R.N., *Taiping*. Mr. C. D. Wilkinson, of Messrs. Wilkinson and Grist, represented Captain Chamberlain of the *Travancore*, and Mr. John Hays, of Messrs. Johnson, Stokes and Master, appeared for the owners.

Thomas Nash, boatswain of the *Travancore*, being recalled, was about to be examined, when Mr. Wilkinson took exception to the evidence being published in the newspapers, as other witnesses who were going to be called might read it and so become acquainted with what the previous witnesses had said.

The President suggested that perhaps it would be better if a mere *resumé* without details were given, in order not to defeat the ends of justice.

The witness, examined by Captain George, said he was in charge when the vessel missed stays, and was at the forward capstan, at the fore-castle-head, when the captain was lying with his head and arm over the rail and fell down. He saw him look at the men and thought he was taking notice. Witness was expecting an order to let go anchor when the vessel missed stays, but he did not get the anchor ready as it was not usual to do so. When the captain told him to man the boat he put four men in her. He noticed the ship afloat when at the bow in the boat, and called the mate's attention to it when they returned on board. Before he brought the charge against the chief officer he mentioned to him that the ship was afloat. The mate told him to leave on the capstan, but it was no use. He was quite sure he did not misunderstand the mate when he (the mate) spoke of scuttling the vessel. If he went below to scuttle her it would be quite possible for him to do so with a hammer and cold chisel. So far as he knew the mate was in his right mind at the time. He had strong reasons for believing that the captain knew of the chief officer's intention. The idea of bringing the charge against the captain and the mate originated when they were accused of cowardice by both captain and reporter.

By Mr. Wilkinson:—Senior apprentice Gordon was at the wheel when they saw the captain in the state mentioned on deck.

By Mr. Hays:—He was quite sure he saw the captain lying over the rail, but was not certain what time it was. He had not spoken to Mitchell about the matter when he saw the captain in the state mentioned; he did not make any remark to any members of the crew on deck. When the chief officer made his proposition witness did not make any remark. When they came into port he reported the matter to the captain. At the time the mate made the suggestion the ship was afloat fore and aft. It was not impossible for the mate to scuttle her. They had not to be ordered off the *Likin* and directed to return to the *Travancore*.

By the President: The ship was bumping on the rocks when they got alongside. When the ship was pulled off the rocks by the *Robert Cooke* tugboat they were in the boat.

By Mr. Wilkinson: It was the captain of the *Likin* who ordered them back to the boat. Witness was standing at the gangway, but he did not see any blue lights. They were called when they had to go back, but they were all awake at the time, owing to a heavy rain shower having disturbed them. They were within half a mile of the ship. He never heard a word about blue lights being burned. When called to leave the *Likin*, they got aboard the boat within the space of three minutes. At that time the ship was afloat; there were eight or ten feet of water in her hold. He did not inform the captain when she was afloat; he thought it sufficient to inform the chief mate. The men were going forward when the mate expressed his intention of scuttling the ship. He did not offer witness any money, nor any compensation. He was quite positive the mate intended to carry out his intention if witness had consented. He did not think the man was mad, and had never heard that he had been in a lunatic asylum. The mate knew best what his object was in scuttling the ship. No boats were lowered before the ship struck, but orders were previously given to get them ready for lowering. There was very little panic on board the ship. The *Travancore* is a very handy ship to handle and manage. Witness did not know if he had said so to the captain, but he had often expressed that opinion on board. Until they got to dry dock he never told the captain about the ship having been afloat. It was at that time that he also asked him if he was aware of the mate's intention and he said "no," and then called the mate aft. On the second afternoon after the ship went ashore the captain gave orders to scuttling sails. Some of the crew drew the captain's attention to the fact that the wind was at the starboard side of the ship.

By the President: The main and lower top-sails and the fore-sail were set, and the yards braced on the starboard tack. The port side of the vessel was lying broad on to the rocks.

By Captain Pybus: The wind at that time would have the effect of pressing the vessel farther on to the rocks.

By J. T. Roberts (chief officer, *Travancore*): The men did not refuse to set the sail on the main-mast, but no sail was set on the mainmast. The reason it was not set was because the men said it would be doing the ship harm. The stream anchor was put out sometime during the afternoon of the 2nd and 3rd of June.

An altercation occurring between witness and the mate, the President rebuked them and ordered them to put their questions and answers through him.

The chief mate said this was the first he had heard of the accusation against him, and he did not know what further to ask witness, he knew nothing about the matter.

John A. Martin, chief officer of the boat *Robert Cooke*, was then called and said:—We arrived at the scene of the wreck of the *Travancore* at 6.50 a.m. on the 3rd June. She was lying parallel to the shore on Fukai Point. We lay off about two cable lengths. When we first sighted her I saw two lifeboats, lying about four to five cable lengths off her. The revenue cutter *Likin* was anchored about four cable lengths away from the *Travancore*, outside the boats. One of the boats communicated with the *Travancore* when we first arrived neither of the boats communicated with the *Travancore*, on board of which there was nobody at the time. The master of the *Travancore* did not come aboard the *Robert Cooke*; he came alongside and called out "You have arrived too late; the bottom is out of the ship, the rocks have got through her bottom and she is full of water." I did not see anything wrong about the matter of the *Travancore*. On being thus hailed the captain of the *Robert Cooke* called out to the master of the *Travancore* to bring his boat alongside and he would send the mate (myself) and Mr. Purvis, the chief engineer, aboard to see the real condition of the vessel for ourselves. We accordingly went aboard, and I noticed that the *Travancore* had a heavy list to starboard, while she was bumping very heavily on the rocks. Several of the sails were set but I am not quite certain which they were. We examined the vessel thoroughly and found there were only between 18 inches and two feet of water over the ballast on the starboard side. I drew the attention of the master of the *Travancore* to the condition of his ship, and informed him that we could take her up and beach her in Harlem Bay. To this the captain did not agree, saying that if we did take her off, she would go down in deep water. After a time we finally persuaded him to let us have a low-line and make the attempt, and then the captain allowed orders for some of his men to pass out a line. The orders were given in a proper seaman-like manner, and were carried out in the same manner. As soon as I saw the low-line I returned to the *Robert Cooke*, as did also the crew of the *Travancore*. In my opinion some of the crew should have remained on board the *Travancore*. I saw no hesitation on the part of the men in carrying out the orders given them, or in doing their work. I did not see anything wrong with the Chief Officer. The Master and Chief Officer were in danger remaining on board the *Travancore* while she was being towed off the rocks. When I was going alongside the vessel at first I noticed that a kedge anchor had been run out on the starboard quarter. It was lying at an angle of about 45 degrees from the ship's keel. I signalled the *Likin*, telling the crew of the *Travancore* to scuttle their ship. The men said they could not distinguish any signal, but they pushed off in the life-boats and then the *Likin* came alongside the *Robert Cooke*.

By Lieut. McCallum, R.N.:—When we went to the *Travancore* the first time there was no rush made for the gangway.

Captain Pybus:—What first made you think the Captain wished to abandon the vessel?—He said it was no use trying to get her off and could not at first give me a low-line. He said the crew abandoned the ship. We had no difficulty in towing her off; she came off quite easily after five minutes' towing.

By Captain George:—Heard it remarked on board that the first position of the *Travancore*, when she struck, was bow on, but afterwards she floated off and then went broadside on again. I think it was the captain himself, who made that remark.

By Mr. Wilkinson:—I did not make any inquiries as to what steps had been taken to get the vessel off. I am quite certain there was only one bawser out.

David Purvis, foreman engineer at the Kowloon Docks, said:—I was in charge of the engine-room of the *Robert Cooke* on this trip. I was on deck when we sighted the *Travancore*, on the 3rd of June. I heard the conversation which took place between the masters of the *Travancore* and the *Robert Cooke* respectively. The condition of the master of the *Travancore* at the time was alright—he was worried, of course, but otherwise alright. I went off in one of the life-boats to the *Travancore*. She was lying with her port broadside to the shore, but I could not say if she had any anchors out. There was no rush to get on board. I did not attempt to get first aboard—I took my turn. When I got on board I looked down into Nos. 1, 2, and 3 holds, and saw in all of them about three feet of water above the ballast, on the starboard side, which was awash. The captain had previously told us that the bottom was out of her, and that she was full of water. I told the captain I did not think the vessel was so bad as he thought, but that the time should be lost in getting her off.

By Captain Pybus:—The height of the ballast in the hold would be from eight to ten feet. It would depend, entirely upon a man's strength and capability how long it would take him to knock a hole in the ship. With a hammer and cold chisel he could cut off a rivet-head in about half a day. He could not say how long it would take a boiler maker.

By Captain George:—Some men would take half a day to knock a hole in a sailing ship. The Captain of the *Travancore* did not appear to be much excited, when he reported that the vessel was full of water. I remarked, in the docks, three days ago, that I would have claimed salvage had I got on board first. There was no difficulty in towing the vessel off.

By Mr. Wilkinson:—I did not notice that the crew displayed any reluctance to return to the *Travancore*. I heard one of the men in the boat say that he was going to save his life at any rate.

The Court here adjourned for this time. After the adjournment, James Halland, the ship's steward, was called and spoke concerning the medical comforts and liquor aboard, and also in reference to the condition of the master on the day of leaving Hongkong. He had never seen him under the influence of drink. The captain did not keep a private stock of liquor. When he saw the charges that were made against the captain he said he would have nothing to do with the matter.

Linton Gordon, senior apprentice, said he saw the master leaning on the rail and looking over his shoulder here he laid in an half-listing position. The pilot had just left the ship, but while he was on the vessel the skipper did not act as though he was drunk. The skipper was smoking, but witness, who was at the wheel at the time, did not notice his cigar dropping out of his mouth. The *Travancore* was not a fast, but a very handy ship. He was completely surprised when she missed stays. The men then became a little disorganised. He left the scene of the stranding in the gig that was sent to Hongkong for assistance.

William Ward, ship's carpenter, who said he was laid up from the time the vessel left Hongkong until she stranded, gave evidence showing that the covers in the lifeboats were pulled on by 14" and five inch nails.

Case proceeding.



## TELEGRAMS.

## "HONGKONG TELEGRAPH" SERVICE.

## DEATH OF A. G. WARD AT SHANGHAI.

[From Our Own Correspondent.]

Shanghai, 9th July, 11.45 a.m.

Mr. A. G. Ward, the organist of Holy Trinity Cathedral, died here on Saturday, from typhoid fever, and will be buried to-day.

Social services were held at the Cathedral for the deceased, who was very popular in Shanghai.

[This sad news became generally known by an announcement made by the Rev. Mr. Jenkins at the conclusion of his sermon at St. John's Cathedral yesterday, and was heard with profound sorrow and regret by a full congregation, to the majority of whom Mr. Ward had been personally acquainted during the many years he was organist of the Cathedral, and throughout the time that he was the soul and centre of all musical matters in Hongkong. The news was received by Mr. Jenkins, at present acting chaplain of St. John's Cathedral, just before the commencement of matins, and arrangements for a semi-memorial service were at once made. In place of the usual anthem, the hymn, "For all they saints who from their labours rest," was sung to the deceased organist's own setting, while after the final Benediction, choir and congregation all kneeling, the hymn, "Now the labourer's task is o'er," was impressively sung. This over the "Dead March in 'Saul'" was played. It was a somewhat melancholy coincidence that on the first occasion of his assumption of duty, the new organist of St. John's Cathedral, Mr. D. Fuller, who has just arrived from home, should have been called upon to preside at the organ and play the "requiem" of his predecessor. From Northern papers we learn that deceased was tended at the Nursing Home, and that Mr. A. J. H. would see temporarily acting as organist of Holy Trinity Cathedral.—Ed., H.K.T.]

## S.S. "ARDOVA" v. S.F. "DUNDONALD."

£150 AWARDED

FOR SALVAGE.

[From Our Own Correspondent.]

Shanghai, 10th July, 2.45 p.m.

The owners, captain and crew of the s.s. *Ardoza* have been awarded £750 for the salvage of the sailing vessel *Dundonald*.

[The amount claimed by plaintiffs was £4,500 being costs, expenses and damage stated to have been incurred by them in towing the defendant vessel to Shanghai. Mr. R. N. Macleod, of Messrs. Stokes, Platt and Teasdale, appeared for the plaintiffs and Mr. J. C. Hanson, of Messrs. Dowdall, Hanson and McNeill, for the defence. At the last hearing of the case on the 5th inst., Counsel for the plaintiffs stated that with reference to the distribution of the award, the owners of the *Ardoza* did not claim more than three-quarters of the amount. Of the balance the greater portion should go to the captain, on whom alone was the responsibility of risking his own ship. The first officer had a certain amount of extra work and there were four men who accompanied him in arranging the tow, but they were no longer on the *Ardoza's* crew and their names were not known. In conclusion, Counsel said that, having consented to admit the *Dundonald's* value at £7,500 he had to reduce his claim to £3,500.—Ed., H.K.T.]

## THE PEACE CONFERENCE.

## BARON KOMURA'S DEPARTURE FROM SHANGHAI.

[From Our Own Correspondent.]

Shanghai, 10th July, 2.45 p.m.

Baron Komura, one of the Japanese Plenipotentiaries in the forthcoming Peace Conference, left Shanghai for Washington on Saturday.

There was a great public demonstration upon his departure.

[The *Universal Gazette* says that Japan has appointed Baron Komura, Minister of Foreign Affairs, a peace plenipotentiary as he has a good knowledge of things Chinese and the present war has been originated on the Chinese problems and consequently there will be many clauses relating to China in the peace protocol. The Russian Government knowing this has decided to detach M. Pokotloff to the Russian Peace Plenipotentiaries to proceed to the United States so as to meet the requirements. M. Pokotloff is a former manager of the Russo-Chinese Bank in Peking.—Ed., H.K.T.]

## THE "SULLY"

"So long as no excessively severe typhoon visits the scene of the stranded cruiser *Sully*," said a prominent member of the salvage party to a representative of the *Hongkong Telegraph* to-day, "there is no reason to doubt that our efforts will be ultimately successful in saving the cruiser." Mr. E. C. Wilks remains at the scene where operations are still in progress, and in a few days some very powerful salvage gear will be shipped to him, by Mr. W. C. Jack, including among other things some pumps which will enable them to clear out 7,000 tons per hour, and some powerful air-compressors for boring the rock under the cruiser, preparatory to the blasting operations. It is understood that as soon as this gear has arrived, and been fixed in position, Mr. Jack will return to the scene to resume control of the further operations. All things considered, there is hope that we may yet see this long stranded cruiser enter the harbour and go into the Kowloon Docks.

## TELEGRAMS.

[Reuter's.]

## Prince Arisugawa in England.

LONDON, 7th July.

The Japanese Naval Attaché, Captain Kaburaki, has entertained Prince and Princess Arisugawa at a picturesque dinner at the Savoy, the courtyard of which was transformed into a miniature Japanese landscape. The guests, who numbered sixty, were chiefly naval, and included Sir John Fisher.

Later.

The Prince and Princess Arisugawa attended a State Ball at Buckingham Palace yesterday evening; a guard of honour of the Foot Guards was posted in the quadrangle.

## The Mutineers of the "Kniaz Potemkin"

It is rumoured in Odessa that the *Kniaz Potemkin* has been blown up at Theodosia.

Later.

The report of the blowing up of the *Kniaz Potemkin* is without foundation. The officials of Theodosia went on board and found a committee of seven in command of a crew numbering 760. The latest report is that the ship has put to sea in chase of a British collier.

8th July.

The Black Sea squadron has been remanned and has arrived at Novorossuk; it is proceeding south with orders to capture or destroy the *Kniaz Potemkin*, which ship is now probably making for Batoum, where the revolutionary movement is strong.

One hundred and fifty of the crew of the *Prout*, who mutinied on the 5th instant, have been imprisoned in the fortress of Sevastopol.

## SHIPPING JETSAM.

It was rumoured in Singapore the other day that the *Wen Bin* steamer *Hong Ba* had been wrecked off Hongkong!

The H.A.L. transport *Silva*, which is expected here from Germany on the 15th inst., is bringing out reliefs for the German brigade at Tientsin.

The reason given by the Yokosuka Prize Court for the confiscation of the Norwegian steamer *Henry Balow* is that the vessel was on her way from Shanghai to Saghalien with a cargo of 18,100 bags of American flour when seized by the *Kumano-maru*. The flour, it is alleged, was destined for the use of the Russian army.

The *Rokko-maru* and the *Rosita-maru*, which were purchased by the Toyo Kisen Kaisha from the Paninsular and Oriental Steam Navigation Company, have now been resold to the Orio Kisen Kaisha. The vessels are at present in the service of the Japan Red Cross Society. Another report says they are sold to the Bijo S.S. Co., Owari province.

The Atlantic, Gulf and Pacific company's tug *Robert K.* arrived at Manila on 6th inst., seven days from Shanghai. She brought the crews of the *Reina Cristina* and *Mindanao* which she had taken to Shanghai. In the straits of Pagarodos the vessel met with a typhoon, lasting four days. On June 5 she was stopped by a Japanese destroyer just outside of Shanghai, which, after the signal to show her colours had been complied with, allowed her to proceed.

Godfrey Hirst, chief officer of the s.s. *Wanchow*, has been charged at Shanghai with manslaughter, by causing the death of one Fu Chi-sing, quartermaster of the vessel. After a prolonged deliberation, the jury found the prisoner "not guilty" on the charge of manslaughter, but convicting him on the alternative charge of wounding the quartermaster, without intent to do him grievous bodily harm. His Lordship, on this finding, sentenced the prisoner to three months' hard labour.

THE following is the return of visitors to the City Hall Library and Museum for the week ending the 9th July, 1905.

	Library	Museum
Non-Chinese.....	240	83
Chinese.....	160	1,797
Total.....	355	1,880

## SHIPPING AND MAILS.

## MAILS DUE.

French (*Tonkin*) 11th inst.  
American (*Mongolia*) 11th inst., daylight.  
Australian (*Chingta*) 13th inst.  
English (*Coromandel*) 13th inst., 6 a.m.  
Canadian (*Atkentan*) 18th inst.  
German (*Prins Heinrich*) 18th inst.  
American (*China*) 19th inst.  
Canadian (*Empress of China*) 24th inst.

The Imperial German Mail s.s. *Prins Waldemar* left Kobe on Sunday at 6 p.m., via Moji.

The s.s. *Rubi* left Manila on 8th inst., at noon, and is due here to-day at 5 p.m.

The Imperial German Mail s.s. *Scharnhorst* which left here on Wednesday at noon, arrived at Shanghai on Saturday at 3 a.m.

The H. A. L. s.s. *Silva* from Germany, left Colombo for this port on 4th inst. p.m., and may be expected here on 15th inst.

The Boston Tow Boat Co.'s s.s. *Platades* left Manila on Saturday afternoon, and may be expected here to-morrow at daylight.

The P. & O. S. N. Co.'s s.s. *Coromandel* left Singapore for this port on 8th inst., at 11 a.m., with the outward English Mails, and is due here on 13th inst., at 6 a.m.

The C. P. R. Co.'s s.s. *Tartar* arrived at Shanghai at 8.30 a.m., on 6th inst., and left again at 2 p.m., same day for Nagasaki where she is due to arrive at 7 a.m., on 11th inst.

The Imperial German Mail s.s. *Prins Heinrich* carrying the German Mail with dates from Berlin of the 20th ult., left Colombo on Friday, p.m., and may be expected here on 18th inst.

## "PRINCESS MARIE."

HOW SHE WAS SUNK BY THE RUSSIANS.

SCENES ON THE "TEREK."

The following interesting account of the sinking of the s.s. *Princess Marie* is from the *Strait Times*, of 3rd inst.:

As we reported a few days ago, the Danish steamer *Princess Marie* was sunk by the Russian cruiser *Terek* five days after clearing from Singapore for Japan ports. The Captain, crew and passengers of the *Princess Marie* were taken on board the *Terek* and finally landed at Batavia, whence Captain Ingemann of the *Terek* telegraphed the first news of the catastrophe to Singapore to the East Asiatic Company, Ltd., who are local agents of the owners.

Yesterday morning the ship's company of the *Princess Marie* arrived in Singapore from Batavia by the Messageries Maritimes steamer *La Seyne* which made fast at Dornier Wharf at ten o'clock. They immediately transhipped to the steamer *Siam*, which belongs to the same owners as the *Princess Marie*, and sailed in the afternoon for Europe.

## THE CAPTAIN'S STORY.

When seen by a representative of the *Strait Times* on his arrival here, Captain Ingemann gave a graphic account of his ship's adventures and her tragic and unexpected end. The *Princess Marie*, he said, was as fine a ship of her class as any man ever commanded. As a matter of fact she was launched no later than two years and a few months ago at Kiel, and has been in the Far Eastern trade for the comparatively short period that has since elapsed.

She came out from Europe on this trip with a miscellaneous cargo for Far Eastern ports. Part of this she discharged at Singapore and she cleared for the North on the 17th of June, leaving at 10 a.m. There was still remaining on board certain cargo consigned to Kobe and Yokohama, which cargo had been shipped from Antwerp and Copenhagen.

This consisted principally of provisions in tins, iron plates and rails and iron scrap. There was never any thought in the minds of Captain Ingemann or his officers or crew that any of the bulk they carried was of a contraband nature. In fact they felt that there was no possibility of the ship meeting with a similar fate to that which had befallen certain of her sisters of the Mercantile Marine in Eastern waters at the hands of the wolfish Balticers for not only did they carry a clear conscience as regards any risky attempt at blockade-running, but also the ship's captain was provided with certificates from the Japanese Consul and no less high an authority than the Dutch Stadtholder that the *Princess* carried no contraband of war.

Four days out from Singapore—in Lat. 13° 57' N. and Long. 113° 15' E.—a large steamer was sighted. That was half past four o'clock on the 21st of June. As the big craft bore down upon the *Princess*, it was seen by those on board the latter that the approaching vessel was a warship. Then as the warship opened up to view it became apparent to those on board the *Dane* that from the colours she was flying she was a Russian.

Captain Ingemann kept the *Princess Marie* on her course until the two ships had approached to within about a mile, but very little attention except that which belongs to a seafarer's curiosity was bestowed upon the warship by the people of the merchantman.

Suddenly, however, a thing happened which put every soul on board the Danish steamer on the *qui vive*. A curling cloud of smoke appeared on the warship's side, then the men on board the big gun came rumbling across the intervening waters and a round shot hurtled across the bows of the *Princess Marie* while simultaneously a flag signal appeared on the Russian ordering the *Princess* to heave-to.

There was nothing left for Captain Ingemann but to obey the behest which had come in such a material and imperious fashion. Accordingly the engines were stopped and the steamer was hove-to.

## THE BOARDING.

By this time those on board the *Princess* had recognised their challenger as the Russian cruiser *Terek*. The *Terek* also came to a stop. A boat was lowered away and it pulled straight for the *Princess*. As may be imagined there was little tribulation on the *Princess* as to the ultimate issue for from the Captain downwards the ship's company were assured that no contraband of war was carried on their vessel and the visit of the Russians was really being anticipated as a kind of unexpected break in the monotony of a long voyage. It was a bit of fun, and that was all. The Russians would have their trouble for nothing and the respective members of the *Princess Marie* would have had a mild sensation to being boarded by an armed Russian boat on the China Sea. It would be another romantic reminiscence with which to embellish their quay-side yarns when dear old Copenhagen once again welcomed them home.

But little they recked of the tragic finale. As the Russian boat approached there was nothing in its aspect to suggest a holiday picnic. Two grim officers sat in the stern and a brawny set of scowling Russian sailors bent their broad backs to the oars as they shot the boat alongside.

Then the officers came on deck. They were extremely courteous to Captain Ingemann who advanced to receive them. To him they related the purpose for which the commander had sent them to board the *Princess*. They demanded an inspection of the ship's papers and went down and examined the holds of the steamer with a view no doubt to ascertaining whether the papers tallied with the cargo carried. Then, when their inspection had been concluded, they politely told Captain Ingemann that he was desired to accompany them on board the *Terek*. There was nothing for it but to do as he was asked and accordingly the Captain stepped on board their boat and was pulled to the Russian cruiser. All the ship's papers were carried with them, including the consular and Governmental certificates stating that no contraband was on board.

When the *Terek* was reached, the two officers who had been in charge of the boarding party reported to the commander the result of their investigations of the *Princess Marie*, and in consequence of what they had to tell, the commander summoned a council or commission of the ship's officers to decide as to whether the Danish vessel was seizable as a contraband carrier. Captain Ingemann of course was present during the inquiry. All the proceedings were conducted in Russian, a language with which Captain Ingemann was unacquainted, but from one of the officers he got an account of the proceedings.

It appears that the case for the sinking of the release of the steamer was argued at great length by the various officers constituting the court. Some were strongly of the opinion that there was no ground for the seizure of the vessel. Other again held exactly the opposite view.

## AN IMPERIOUS LIEUTENANT.

But curiously enough—and what a strange light the incident throws upon the regime of

the Russian Navy—the day was eventually carried by a young Sub-Lieutenant who was the most vociferous of all the Court for the destruction of the vessel. Not only was he emphatic in his arguments, beating the cabin table with his clenched fist, and using all his oratorical powers to carry home conviction to the minds of the waverers on the side of caution; but according to our informant he actually went to the length of shaking his fist under the Russian commander's nose, demanding that the ship should be sunk—and that at once or otherwise he would report the commander to St. Petersburg for dereliction of duty. "Better to sink her," he cried, "and pay compensation afterwards than allow such a valuable cargo to reach the Japanese."

There must have been something masterful about the young Lieutenant for his counsel prevailed. Very likely his word carried added weight because of some conviction or other that he enjoyed with high Royal circles in Russia, but it is questionable whether Sir John Fisher would have listened to the Heir Apparent himself under similar circumstances—which the Lord deliver us from!

## SINKING THE SHIP.

At any rate the Court decided that the *Princess Marie* was carrying contraband and that she must be sunk. Captain Ingemann, as may be supposed, heard the news with dismay. But he was treated with every possible courtesy and shown to a cabin where he could put up till next day for of course by this time darkness had set in.

On the morning of the 22nd June, following the Russian cruiser's boats were sent on board the *Princess* and her crew, all Danes by the way, and passengers were transferred to the *Terek*. Meanwhile the Russians ransacked the *Princess* and removed all the provisions they could find into their boats. These included all kind of tinned stuff, besides sugar, bottled beer and wine, the two latter being seized with a particular and thirsty avidity.

When everything that they thought worth carrying away had been transferred from the doomed vessel to the Russian cruiser, gunners set to and placed two mines on board—one under the boilers and another in the holds. Profiting by their recent exhibitions of ineptitude in the sinking of merchant steamers, the Russians were more successful on this occasion. The mine in the hold was placed in such a position that when exploded it would blow out the side of the ship and not be impeded in its destructive career by the watertight bulkhead as in the case of the B. I. *Thena*.

An additional surety that the ship would infallibly sink at the time the last Russian left the vessel there were already some two feet of water in the engine room.

The Russian boats rowed away to a distance of about 300 yards from the *Princess* before the mines were fired. When that did happen there was very little outward signs of the destruction which the mines had effected. Only a slight puff of smoke rose from the ship. The dynamite charges of course struck downwards. But there was a perceptible quiver of the vessel, it is said, when the explosion took place. That, again, might only have been the nervous shudder which the captain and his officers and crew themselves experienced when they heard the muffled report which foretold the approaching disappearance of their gallant ship and which they sympathetically attributed to the ship herself.

However that may be she settled down quickly and sank by the head in 18 minutes. And no more was seen to the *Princess Marie*.

## ON THE "TEREK."

The *Terek* stood by till the stricken steamer disappeared and then she held away on a course which from observation of the stars Captain Ingemann was able to tell was southerly. The *Princess* men were all well treated but the food, which they shared with the men-of-war-men, was not good. Captain Ingemann states that the *Terek* is in a very filthy condition in a seagoing point of view. She is covered with barnacles and all kinds of parasitic growths. Inboard there is a great lack of discipline. There are plenty of men but they do not strike one as being men-of-war-men. They are slack and untrained and the officers are not by any means efficient.

On the voyage down to Batavia where the *Terek* took the crew to the wines and beer purloined from the *Princess* obviously were freely indulged in by the officers. On one occasion two of these worthy gentlemen came to blows on deck and had to be separated by the men. Before leaving the Russian cruiser, Captain Ingemann received from the commander a certificate relating the circumstances under which his ship had been sunk.

Naturally the feeling among the men of the *Princess* is one of deep resentment and indignation at what they consider the *Terek's* high-handed action in sinking their fine new ship and the hope is freely expressed that Russia will be made to pay through the nose for this act of unjustifiable piracy on the high seas. Their feelings were somewhat mollified when they heard on their arrival here that the *Terek* had been interned at Batavia since their departure thence—that the wicked had been forced to cease from troubling.

At Batavia the *Princess Marie's* ship's company met with every kindness from the Dutch authorities and were enabled to leave by the *La Seyne* connecting at Singapore yesterday with the s.s. *Siam* en route for Europe.

## A PASSENGER'S ACCOUNT.

Mr. Charles Falbe, who was a passenger on board the *Princess Marie*, gives a graphic account of the sinking of the ship and the events that led up to it. Mr. Falbe carried away from the steamer the passenger chair by which he is able to place her whereabouts when she sank at Lat. 13° 30' N. and Long. 113° 30' E. The armed boat which came alongside, he says, was in command of Sub-Lieutenant Andre. After examining the ship's papers, he took Captain Ingemann on board the *Terek* with him at 6 p.m.

Three hours later Captain Ingemann hailed the *Princess* from the warship, telling Chief Officer I. H. Gabe to steer the steamer straight East at a speed of not more than five knots and that he would be aboard next morning. The captain was rowed off at 6 o'clock in the morning accompanied by a boat's crew and officers. He told everybody on board to pack up in readiness to go on the *Terek* as the *Princess* was going to be sunk. They were not hurried in any way. The Russians gave them plenty of time to get their things together, and meanwhile they ransacked the ship and "pinched" everything they could conveniently carry away. They took all the food they found, including two pigs, one sheep, and many ducks and hens. The passengers and crew of the *Marie* had to take what was left. Then they went into the Russian boats and were pulled off to the *Terek*. Captain Ingemann was the last man to leave the ship. They took down their own flag.

The Russians put a pyroxylene bomb in the hold forward with a time fuse attached and at 2.15 it exploded. There was hardly any smoke visible. Twenty minutes later the *Princess* sank head first. Some of the Russians took photographs of the vessel as she disappeared. On board the *Terek*, which was found to carry four 4.7 Armstrongs, Whitworths, and some smaller guns, the passengers and officers were accommodated in first-class cabins and were well treated. The hired they got,

however, was mouldy but, as it was the same as the Russians themselves had to eat, little complaint could be made after all. One of the Russian officers had a Union Jack as well as a Danish flag taken from the *Princess*.

The ship's company of the *Princess Marie* numbered 47 all told—29 European crew and 4 Chinese, 3 passengers and the rest officers. They got their meals served in the first-class smoking saloon. Three quarters of the promenade deck was given up to their use.

When Mr. Falbe showed the Russians a copy of the *Strait Times* of 16th June containing news of Rodzestvensky's defeat and the destruction of his fleet they roared with delight and shouted "Hurrah" till the whole ship's company were hoarse. So much for Russian patriotism!

The *Terek* was in a very filthy condition on the bottom and made poor speed. She took seven days to reach Batavia and before that port was entered the last shovelful of coal had had to be rapped out of the corners of her bunkers. The *Princess Marie* had been exactly two months out from Copenhagen on the day she was sunk. It is a peculiar circumstance that on her last homeward run she carried Russian refugees to Europe. The East Asiatic Company and the Danish Consul here are taking care of the passengers and showing them every attention.

## To-day's Advertisements.



## PUBLIC AUCTION.

THE Undersigned have received instructions from the CAPTAIN SUPERINTENDENT OF POLICE, to sell by

## PUBLIC AUCTION,

TO-MORROW, (TUESDAY), the 11th July, 1905, at Noon, at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,

THE GOODS AND CHATELAIN, belonging to the following Estates:—P. C. GEO. PARKER and P. C. T. HARDING. TERMS:—As usual.

HUGHES & HOUGH, Government Auctioneers, Hongkong, 10th July, 1905. [732]

## THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE is hereby given that JOHN DICKINSON & CO., LIMITED, of 65, Old Bailey, London, E. C., England, Paper Manufacturers, have on the 31st day of May, 1905, applied for the Registration, in Hongkong, in the REGISTER OF TRADE MARKS, of the following Trade Marks:—



in the name of JOHN DICKINSON & CO., LIMITED, who claim to be the Sole Proprietors thereof.

The Trade Marks have been used by the Applicants in respect of the following goods:—Paper (except Paper Hangings), Stationery and Bookbinding, in Class 39. Dated the 10th day of July, 1905. DENNIS & BOWLEY, Solicitors for the Applicants. [730]

## WANTED.

FOR THE HONGKONG SEAMEN'S INSTITUTE, A GOOD SECOND HAND BILLIARD TABLE. Any Gentleman having one to dispose of is requested to communicate with the Undersigned.

J. H. FRANCE, 5, Lyceum Villas, Kowloon. Hongkong, 10th July, 1905. [728]



## NAVY CONTRACT.

TENDERS are invited for the SUPPLY OF MISCELLANEOUS MATERIALS, (FIREWOOD, LIME WHITE-BEST, CHARCOAL, &c., &c.), from the 1st August, 1905, to H.M. DOCKYARD, Hongkong.

Forms of Tender can be obtained on application to the Naval Store Officer, H.M. Dockyard, and should be returned not later than the 18th July, 1905. A Deposit of One Hundred Dollars (\$100) will be required when applying for Tender forms to be returned if the Tender is declined. Hongkong, 10th July, 1905. [729]

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"PUNDUA" Captain Swanson, will be despatched as above, on SUNDAY, the 16th instant, at Daylight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 10th July, 1905. [731]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"LAISANG" having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. the 12th instant will be landed at Consignees' risk and expense. No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.

Hongkong, 10th July, 1905. [730]

## Intimations.

## ROBINSON PIANO COMPANY, LD.

THE PUBLIC MAY RELY

IMPLICITLY ON GETTING

FROM US

## PIANOS

OF THE

## HIGHEST CLASS

EMBODYING THE VERY BEST

MUSICAL AND WEARING

QUALITIES,

AT

MODERATE PRICES.







# WAS PARADISE AT THE NORTH POLE?

## AN OLD THEORY REVIVED.

There was an animated discussion not long since over the question, "Is the Earth a globe?" and the fact, then revealed, that there are persons in this twentieth century capable of asserting with apparent seriousness that our planet is flat, has emboldened me (says a writer in *The Pilot*) to ventilate another theory, more novel, but certainly not more incredible, which has some eminent supporters both in Europe and America—the theory, namely, that the North Pole is the real site of the Garden of Eden—the traditional cradle of the human race.

The theory is not very old and has developed curiously. There may possibly be persons still living who remember "Symmes's Hole," over which scientists and journalists alike used to make merry some seventy years ago. The originator of "Symmes's Hole" was Captain John Cleves Symmes, of the United States Army, who maintained, and believed he could prove, that the earth is hollow and habitable within, that at each pole there is an enormous hole, probably from 2,000 to 4,000 miles in width; that if this hole were explored it would be found to be an internal world far superior to the external in the beauty of its forms of life. Gleams from that wonderful inner world, he averred, are vouchsafed to us in the Aurora Borealis and other phenomena of polar light. And it is to the mouth of that hole that the beasts and birds whose winter migrations have hitherto puzzled zoologists, annually repair to hibernate, Symmes appealed to Sir Humphry Davy and Baron Alexander von Humboldt to support him in his theory, and tried hard to raise sufficient funds to enable him to explore this wonderful hole; but scientists and financiers alike gave him the cold shoulder, and he worked himself into death in his desperate effort to convince the public that his hypothesis was true.

## "PARADISE FOUND"

But though the scientific world laughed poor Symmes and his "hole," to scorn it is a remarkable fact that even to eminent students of cosmogony as Halley, the astronomer, believed the earth to be hollow and possibly habitable in the interior by some race specially fitted for such subterranean existence. Whence, no doubt, Bulwer Lytton derived his idea of "The Coming Race." Sir John Leslie, too, the distinguished Scottish physician, chemist, and mathematician, held a similar belief, but went considerably further than Halley, for he peopled the hollow sphere with plants and animals, and assigned it two small subterranean planets, Pluto and Proserpine, to illuminate its darkness. It has been left, however, to Professor W. F. Warren, late President of Boston University, U.S.A., to "go one better." His theory is that the Eden of primitive tradition was situated at the North Pole in a country submerged at the time of the Deluge. And in his remarkable book, "Paradise Found" he argues his case clearly and logically, and brings an immense amount of learning to support his thesis. It will be news to most people, I suspect, to hear that the foremost geologists of the day hold the view that the first spot on our globe which possessed a temperature adapted to animal life was the Pole, where there undoubtedly existed, within a comparatively recent geological period, a wide stretch of land, since submerged, of which New Zealand and Spitzbergen formed a part. On that continent Professor Warren maintains that the "Garden of Eden" was situated.

What are the three chief points to be looked for in such a Paradise as tradition asserts to have been the cradle of our race? They are light, warmth and luxuriant vegetation. Well, that now submerged polar continent possessed them all in perfection. Even now there is no portion of the globe which enjoys throughout the year so large a share of solar light as the Pole, where there are only sixty-one days of darkness out of 365, and there even the night is made glorious by the splendour of the Aurora Borealis, and the clear shining of the lustrous stars. And as to warmth and luxuriant vegetation, Professor Oswald Heer, the greatest living authority on fossil flora, has demonstrated "that there must have existed a warm climate and a rich tropical vegetation in the highest Arctic circles, and that the mother region of all the floral types of the more southern latitudes was originally in a great continuous continent within the Arctic circle."

Everything, therefore, which could make life a Paradise to primeval man and beast and bird was once to be found at the North Pole. And then think how easy it was for the human race as it increased and multiplied to descend from these polar heights and spread itself all over the globe! It was just like rivers parting from the same watershed. Thus you have the problem of the peopling of both hemispheres once in the simplest and most natural manner. You are no longer confronted by the prohibitive obstacle of the Atlantic, which has so sorely perplexed those who would locate the birthplace of the human race in Asia and yet cannot account satisfactorily for the presence of Adam's descendants in America! For how could they have got there in days when the nearest approach to a ship was a canoe? But, put Paradise at the Pole, and all is clear.

David Livingstone believed the site of Eden would be found at the sources of the Nile (a belief shared by General Gordon), and he told Sir Roderick Murchison that it was the hope of finding the lost Paradise of our race that kindled in him the desire for African exploration. May not the theory of Paradise at the Pole inspire our Arctic explorers with a fresh incentive to wading from these icy wastes their secret? Who knows but that the polar ocean which Newton skirted may hold in its centre the key to the long-lost Eden—Humanity's earliest and loveliest home?

# Shipping.

## ARRIVALS.

Sungkiang, Br. s.s., 1,021, Pennonfether, 8th July, Swatow 7th July, Gen.—B. & S.  
Keong Wai, Gen. s.s., 1,115, Kohler, 8th July, Bangkok 2nd July, Gen.—B. & S.  
Hermann Menzell, Ger. s.s., 1,664, W. Hansen, 8th July, Moji 3rd July, Gen.—Chinese.  
Tijmah, Dut. s.s., 2,475, N. de Brouwer, 8th July, Kobe and Moji 4th July, Gen.—J. C. J. L.  
Chiyuen, Ch. s.s., 1,307, C. Stewart, 9th July, Shanghai 5th July, Gen.—C. M. S. N. Co.  
Hongkong, Fr. s.s., 742, A. Suzoni, 9th July, Haiphong and Hoikow 8th July, Gen.—A. R. M.  
Fausang, Br. s.s., 1,410, T. A. Mitchell, 9th July, Shanghai 7th July, and Swatow 8th July, Gen.—J. M. & Co.  
Kirkfield, Br. s.s., 2,297, T. B. Watson, 9th July, Calcutta 2nd June, Gen.—J. M. & Co.  
Childar, Nor. s.s., 1,102, Arnesen, 9th July, Thorsen & Co.  
Kwongseang, Br. s.s., 1,428, W. P. Baker, 9th July, Canton 8th July, Gen.—J. M. & Co.  
Laiyang, Br. s.s., 1,460, P. M. B. Lake, 9th July, Calcutta 24th June, Penang and Singapore 4th July, Gen.—J. M. & Co.  
Glaucus, Br. s.s., 1,350, A. D. Baker, 9th July, Shanghai 7th July, Gen.—B. & S.  
Umigo, Ger. s.s., 852, I. Iversen, 9th July, Cheloo 20th June, and Tientsin 1st July, Gen.—J. & Co.  
Oceanic, Fr. s.s., 2,28, Courret, 10th July, Shanghai 7th July, Mails and Gen.—M. M.  
Tungshing, Br. s.s., 1,172, Birchard, 10th July, Wuhu and Chinkiang 6th July, Gen.—J. M. & Co.  
Jacob Diederichsen, Ger. s.s., 623, B. Ohlsen, 10th July, Hoikow 9th July, Gen.—J. & Co.  
Loongmoon, Ger. s.s., 1,245, F. Kalkofen, 10th July, Shanghai 6th July, Gen.—S. & Co.  
Loongseang, Br. s.s., 1,091, G. S. Weigall, 10th July, Manila 7th July, Gen.—J. M. & Co.  
Sirius, Br. cruiser, 6,800, C. Moore, 10th July, Weihaiwei 6th July.  
Hanoi, Fr. s.s., 738, P. N. Merles, 10th July, Haiphong and Hoikow 9th July, Gen.—A. R. M.  
Bourbon, Fr. s.s., 900, Sisco, 10th July, Saigon 6th July, Gen.—Chinese.

## Clearances at the Harbour Office.

Danbighshire, for Nagasaki.  
Andria Rickmers, for Swatow.  
Arcadia, for Shanghai.  
Fausang, for Canton.  
Tungshing, for Canton.  
Chiyuen, for Canton.  
Hongwan I, for Amoy.  
Glaucus, for Singapore.  
Lucia, for Kwong-chow-wan.  
Loongmoon, for Canton.  
Danzon, for Canton.  
July 9.  
Dladem, Br. cruiser, for Weihaiwei.  
Clara Jensen, for Swatow.  
Manila, for Singapore.  
Fai, for Haiphong.  
Hermann Menzell, for Canton.  
July 10.  
Danbighshire, for Japan.  
Haiton, for Swatow.  
Protea, for Swatow.  
Arcadia, for Shanghai.  
Chiyuen, for Canton.  
Hongwan I, for Amoy.  
Hollin, for Swatow.  
Fausang, for Canton.

## Passengers arrived.

Per Sungkiang, from Swatow—147 Chinese.  
Per Keongwai, from Bangkok—Mrs. Erwin and child.  
Per Hongkong, from Haiphong, &c.—Capt. Parker, Mrs. Yokene, and Mr. Pitty.  
Per Loongseang, from Manila—Messrs. Willis Emery, J. M. Power, H. Volcher, and 18 Chinese.  
Per Latang, from Calcutta, &c.—Miss Hirst, Lt. Chesney, Dr. Waye, Mr. Clark, 400 Chinese, and 2 Japanese.  
Per Oceanic, for Hongkong from Yokohama—Messrs. Johannesen, Douglas, and Heo Sui.  
From Kobe—Messrs. Winck and Newman.  
From Shanghai—Dr. Baneth, Mr. Douir, Mr. and Mrs. Killman, Messrs. Heef, Silga and boy, Harvey, Catrinich, Mrs. Staunton, Mr. and Mrs. Sturpis, Mr. Vassiloff, Mrs. Clara, Messrs. Manning, Sanderson, Peter Esser, Vileck, and Mrs. Naricir.

## Passengers departed.

Per Zafro, for Manila—Messrs. C. Heinsen, Ermerin, Misses N. Fortes, C. Fortes, Messrs. J. Fortes, Vollbrecht, W. P. Scott, Miss Hazel Lynn, Mr. and Mrs. Andrus, and Rev. Celestino Arbas.

## Shipping Report.

Str. Tungshing from Wuhu—Light winds, fine and clear.  
Str. Chiyuen from Shanghai—Moderate SW. monsoon throughout, fine, clear.  
Str. Fausang from Shanghai—Moderate to light SW. wind, with fine weather throughout.

## Vessels in Port.

Str. Kirkfield from Calcutta—Strong to fresh monsoons, with rough sea in Bay of Bengal, passed Singapore on 1st inst. at 8 p.m., strong winds with rain, and rough sea up to 12° N., thence moderate to light winds into port.  
Str. Chiyuen from Shanghai—Moderate SW. monsoon throughout, fine, clear.  
Str. Fausang from Shanghai—Moderate to light SW. wind, with fine weather throughout.  
Str. Kirkfield from Calcutta—Strong to fresh monsoons, with rough sea in Bay of Bengal, passed Singapore on 1st inst. at 8 p.m., strong winds with rain, and rough sea up to 12° N., thence moderate to light winds into port.  
Str. Chiyuen from Shanghai—Moderate SW. monsoon throughout, fine, clear.  
Str. Fausang from Shanghai—Moderate to light SW. wind, with fine weather throughout.

Here, Nor. s.s., 2,418, O. Sverston, 8th July, Kuchloun 1st July, Gen.—M. B. K.  
Hinsang, Br. s.s., 1,400, G. Davies, 8th July, Swatow 29th June, Sugar—J. M. & Co.  
Iechia, Ital. s.s., 2,381, C. Andrew, 6th July, Singapore 30th June, Gen.—C. & Co.  
Kailong, Br. s.s., 980, E. Finlayson, 8th July, Cebu 4th July, Hemp and Sugar—B. & S.  
Lightning, Br. s.s., 2,122, J. G. Spence, 8th July, Calcutta 17th June, Penang and Singapore 28th June, Gen.—D. S. & Co., Ltd.  
Nerby Hall, Br. s.s., 2,850, A. Beck, 6th July, Barry 26th May, Gen.—Order.  
Oanh, Br. s.s., 5,656, T. Bartlett, 4th July, Shanghai 1st July, Gen.—B. & S.  
Shanghai, Br. s.s., 1,307, F. D. Northcombe, 8th July, Canton 7th July, Gen.—B. & S.  
Talyuan, Br. s.s., 1,459, L. Dawson, 26th June, Australia via Port and Manila 24th June, Gen.—B. & S.  
Teao, Br. s.s., 1,346, W. B. Brown, 6th July, Manila 3rd July, Gen.—B. & S.  
Telemachus, Br. s.s., 1,300, J. Williamson, 5th July, Saigon 1st July, Gen.—Order.

## SAILING VESSELS.

Combarbark, 24-masted ship, 2,151, George, 2nd June, Cardiff and Jan., Gen.—Government.

## Steamers Expected.

Vessel	From	Agents	Due
Tonkin	Saigon	M. M. Co.	July 11
Mongolia	Shanghai	P. M. Co.	July 11
Maragon	Singapore	P. & O. Co.	July 11
Tijlajap	Macassar	J. C. J. L.	July 11
Nugamita	Moji	P. & A. Co.	July 11
Vleides	Manila	D. & Co.	July 11
Benlarig	Singapore	G. L. & Co.	July 12
Coromandel	Singapore	P. & O. Co.	July 13
Chingio	Kobe	B. & S.	July 13
Silvia	Colombo	H. A. L.	July 13
Prinz Heinrich	Colombo	M. & Co.	July 18
China	Vancouver	P. M. Co.	July 18
Emp. of China	Vancouver	P. M. Co.	July 24
Atahua	Portland	C. P. & A. Co.	Aug. 3
Ras Data	New York	S. T. & Co.	Aug. 21

## Hongkong & Whampoa Dock Returns.

Travancore ... at Kowloon Dock.  
Humber ...  
Germania ...  
Mancho ... Cosmopolitan ...  
Allemanis ... Aberdeen

## Ships Passed the Canal.

Outward—14th June—Australia, Benlarig, Den of Crombie, 17th June—Libria, Tonkin, Hudson, Keenun, Fonglin, Patroclus, Grayton, Verdanda, 21st June—Southey, 24th June—Tydus, Benavun, Malacca, Pak Ling, 27th June—Benidi, Diodia, 30th June—Witkeid, Achilles, Agincourt, 4th July—Poona, Benalarig, Sydney, Pyrrhus, Alkali, Stuttgart, Eormechange, Korana, Oceano, Rhenania, 7th July—Antenor, Bayern, Candia, Glenroy, Mauchaon, Merionethshire.  
Homeward—24th June—Indramit, 27th June—Dardanus, 30th June—Lacris, 4th July—Rhyner, Seyovia.

Arrivals at Home—14th June—Krautson, 17th June—Agamemnon, 21st June—Praxinos, 21st June—Artemisia, Tenkal, 27th June—Jaxon, Peria, 30th June—Schuykill, Trieste, Ernest Simon, Slavonia, 4th July—Room, Nassovia, 7th July—Lowther Castle.

## Post Office.

A Mail will close for:  
Swatow, Amoy and Foochow—Per Hailan, 11th July, 9 A.M.  
Singapore, Batavia, Samarang, Sourabaya and Macassar—Per Tijmah, 11th July, 10 A.M.  
Singapore, Penang and Calcutta—Per Lightning, 11th July, 10 A.M.  
Kobe, India, via Tintoria—Per Oceanic, 11th July, 11 A.M.  
Macao—Per Hongkong, 11th July, 1.15 P.M.  
Shanghai—Per Kwongseang, 11th July, 2 P.M.  
Manila—Per Teao, 11th July, 3 P.M.  
Hollis—Per Sungkiang, 11th July, 3 P.M.  
Keelung, Moji, Kobe, Yokohama, Victoria, B.C. and Tacoma, Wash.—Per Plaidier, 12th July, 10 A.M.  
Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per Australian, 12th July, 10 A.M.  
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Empress of Japan, 12th July, 11 A.M.  
Singapore, Penang and Bombay—Per Iechia, 12th July, 11 A.M.  
Manila, Port Darwin, Zamboanga, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per Chingio, 13th July, 3 P.M.  
Cheloo and Newchwang—Per Hupoh, 13th July, 3 P.M.  
Singapore, Sourabaya and Samarang—Per Hainan, 14th July, 2 P.M.  
Manila—Per Loongseang, 14th July, 3 P.M.  
Cebu and Hillo—Per Kailong, 14th July, 3 P.M.  
Kobe—Per Talyuan, 15th July, 3 P.M.  
Shanghai, Moji, Kobe and Yokohama—Per Thijajap, 17th July, 11 A.M.  
Tientsin—Per Waiyang, 17th July, 2 P.M.  
Singapore, Penang and Calcutta—Per Latang, 18th July, 11 A.M.  
Swatow, Weihaiwei, Cheloo and Tientsin—Per Chikhi, 18th July, 1 P.M.  
Europe, &c., India, via Tintoria—Per Sachin, 19th July, 11 A.M.  
Shanghai, Moji, Kobe, Yokohama, Victoria, B.C. and Tacoma, Wash.—Per Shawmut, 20th July, 11 A.M.  
Manila—Per Zafro, 22nd July, 11 A.M.  
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Empress of China, 22nd Aug., 11 A.M.

Mails for Canton, Samshui, Wuchow and Macao will be closed on week days at 7.30 every morning. On Sundays the mail for Macao will be closed at 9 A.M., and that for Canton at 9 A.M.  
Mails for Namiao, Saabua, Kengmoon, Kunchuk, Samshui, Wuchow and Canton every evening at 5 p.m. On Sundays the mails will be closed at 9 A.M.  
No mail will be closed for Canton on Sunday opening.

# VISITORS AT THE HOTELS.

## HONGKONG.

Albert, E.  
Baker, A. S.  
Berryhill, Dr. T. A.  
Bingham, Mr. & Mrs.  
J. E. and child  
Bipbeck, R. J.  
Bliss, W. S.  
Bisney, S.  
Blair, D. K.  
Brighton, F. G.  
Broughall, L.  
Carter, W. L.  
Chalmers, Dr.  
Chambers, Mr. & Mrs.  
H. K.  
Clark, Hon. Dr. Francis  
Clark, T.  
Clegg, R. N., Eng. Lt.  
and Mrs. H. I.  
Cunningham, G.  
Davies, F. O.  
Descon, F. B.  
Doolittle, F. H.  
Douglas, Capt. & Mrs.  
Downing, Mr. T. C.  
Fletcher, H.  
Frost, B. L.  
Glover, C.  
Grant, A. W.  
Grone, Dr. F.  
Hagdon, F. C.  
Hagedorn, Mrs.  
Hanson, J.  
Harding, R.  
Hartlett, H. J.  
Hurst, R. M., Engineer-Capt.  
Innes, Capt. R.  
Irwin, Mrs. R. & child  
Kemp, H. H.  
Kerr, F.  
Kerr, J. C.  
Kassag, Dr. Samuel  
Kraay, C.  
Laird, A. H.  
Lange, H. C.  
Large, B. J. C.  
Lewis, A. R.  
Lucky, A. R.

## CRAIGSBURN.

Dann, G. H.  
Gaskell, Mr. and Mrs.  
Gibbons, J. B.  
Kaptein, B. D.  
Lyons, F. W.  
Marchant, Capt. and Mrs. and children  
McPherson, J. L.  
Nicholls, E. A.

## Occidental.

Alford, J. R.  
Anderson, G.  
Biermans, Dr. J.  
Brunco, Dr. F.  
Chandler, Lieut. (Army), and child  
Educ "Dept."  
Fisher, R.  
Frank, C.  
Guth, M.  
Hals, G. L.  
Hollister, Dr. F.  
Hollister, Dr. F.  
Jensen, H.  
Johnson, R. C.  
Key, Dr. H.  
Kober, Dr. G.  
Kock, H.  
Kortner, F.  
Krell, G.  
Kuhn, J.

## Kowloon.

Evans, Mr. and Mrs. Price, Capt. and Mrs.  
Pinkers and child  
Hall, J. S.  
Jaland, H. R.

## CHINA COAST METEOROLOGICAL REGISTER.

July 8th, 1905, a.m.  
Bar. Th. Hu. Wind Ws.  
Vladivostok ... 7 a.m. ...  
Vemuro ... 6 a.m. ...  
Hakodate ...  
Tokio ...  
Nagasaki ...  
Kagoshima ...  
Oshima ...  
Naha ...  
Paxton, Capt. H. W.  
Hallsworth, Mr. and Mrs. Phillips, Major  
Piggott, Mr. and Mrs. Pollock, K.C., Mr.  
Harker, B. Brotherton  
Hassan, Mr. and Mrs. Reigle, Dr. and Mrs.  
Haynes, Col.  
Hazelard, F. A.  
Helsinga, A.  
Hett, Mr. and Mrs. Van de  
F. Tager  
Hindcock, Mr. & Mrs. Thomas, Mr.  
Hind, J. W. von  
Jaffar, H. U.  
Johnson, Rev.  
Joseph, Mr. and Mrs. White, Capt. and Mrs.  
Kaye, Major and Mrs. White, Dr. and Mrs.  
Kelsall, Major & Mrs. M. J.

## His Britannic Majesty's Ships on the China Station.

NAME.	CLASS.	TONS.	GUNS.	H.P.	CAPTAIN.	LAST REPORTED AT
Alacrity	despatch-vessel	1,700	4	3,000	Commander Harbord	Weihaiwei
Andromeda	cruiser, 1st class	11,000	16	16,500	Captain R. Nelson O'Manney	Weihaiwei
Aras	torpedo boat destroyer	550	6	7,000	Lieut. Commander R. H. Heaton	Weihaiwei
Astraea	cruiser, 2nd class	4,360	10	7,000	Captain Lionel G. Tunell	Shanghai
Bonaventure	cruiser, 2nd class	4,360	10	7,000	Captain H. H. Torlesse	Weihaiwei
Cadmus	sloop	1,070	6	1,400	Commander H. du C. Luard	Weihaiwei
Cherub	water tank and tug	300	—	300	—	Hongkong
Clio	sloop	1,400	6	1,400	Commander H. D. Wilkin, R.N.O.	Yangtze </td
Diadem	cruiser, 1st class	11,000	16	16,500	Captain B. W. Savory	en route Weihaiwei
Diadem	torpedo boat destroyer	550	6	7,000	Lieut. Commander H. E. Sullivan	Hongkong
Erna	torpedo boat destroyer	550	6	7,000	Lieut. Commander Bather	Weihaiwei
Ettick	torpedo boat destroyer	550	6	7,000	Lieut. Commander Lewin	Hongkong
Eze	torpedo boat destroyer	550	6	7,000	Commander A. F. Everett	Weihaiwei
Fame	torpedo boat destroyer	306	6	5,700	Lieut. Commander Stevenson	Weihaiwei
Glory	battleship, 1st class	12,050	16	13,500	Captain Hon. Stopford	Weihaiwei
Handy	torpedo boat destroyer	275	6	4,000	Lieut. Commander J. May	Weihaiwei
Hart	torpedo boat destroyer	275	6	4,000	Lieut. Commander Richards	Hongkong
Hecla	special service torpedo-vessel	6,400	—	2,400	Captain E. F. B. Charlton	Weihaiwei
Hogue	cruiser, 1st class	12,000	14	21,000	Captain Shortland	Weihaiwei
Iphigenia	cruiser, 2nd class	3,600	8	7,000	Captain William B. Fawcner	en route Hongkong
Itchen	torpedo boat destroyer	550	6	7,000	Lieut. Commander C. Seymour	Weihaiwei
Janus	torpedo boat destroyer	280	6	3,900	Lieut. Commander W. E. Darwall	Hongkong
Kinross	river gunboat	85	4	1,200	Lieut. Commander E. V. R. Degmore	Yangtze
Moorehead	torpedo boat destroyer	350	6	6,300	Lieut. Commander F. B. Noble	Weihaiwei
Rambler	surveying-vessel	245	6	650	Commander C. E. Monro	Surveying
Robin	river gunboat	85	2	140	Lieut. Commander Robert E. Vaughan	West River
Sandpiper	river gunboat	85	2	240	Lieut. Commander H. T. Atlay	West River
Sirius	cruiser, 2nd class	3,600	8	7,000	Captain C. H. H. Moore	Hongkong
Spice	river gunboat	85	2	240	Lieut. Commander Davidson	Yangtze
Takt	torpedo boat destroyer	250	6	6,500	In reserve	Hongkong
Sutle	cruiser, 1st class	12,000	14	21,000	Captain W. L. Grant	Hongkong
Tamar	receiving ship	4,650	6	—	Commodore Dicken	Hongkong
Teal	river gunboat	180	2	800	Lieut. Commander E. Secretan	Yangtze
Virago	torpedo boat destroyer	355	6	6,300	Lieut. Commander Gregory	Weihaiwei
Waterwitch	surveying ship	650	4	450	Commander R. W. Glennie	Surveying
Whiting	torpedo boat destroyer	360	6	5,900	Lieut. Commander C. E. L. Thomas	Weihaiwei
Widgeon	river gunboat	195	2	800	Lieut. Commander G. E. Spicer-Simon	Yangtze
Woodcock	river gunboat	150	2	550	Lieut. Commander Hugh Somerville	Yangtze
Woodjark	river gunboat	150	2	550	Lieut. Commander Jno. F. Knox	Yangtze

\* Flag of Admiral Sir Gerard U. Noel, Commander-in-Chief.

† Flagship of Rear-Admiral de Pasquell, Second-in-Command.

# PEAK.

Aucott, E. F.  
Beattie, A.  
Beattie, M. P.  
Bennett, Mr. and Mrs. Martin, R.  
Bourchier, Mr. & Mrs. Moles, Mr. and Mrs. G.  
Boyd, Capt. and Mrs. Mitchell, R.  
Brown, Mr. & Mrs. D. E. Moxon, Mr. and Mrs. Clotlier, A. N.  
Cocks, Mr. & Mrs. A. E. Muelis, E.  
Dillon, Col.  
Dillon, Mr.  
Edwards, Mr. and Mrs. Parry, Major  
Gales, Capt.  
Hallsworth, Mr. and Mrs. Phillips, Major  
Harker, B. Brotherton  
Hassan, Mr. and Mrs. Reigle, Dr. and Mrs.  
Haynes, Col.  
Hazelard, F. A.  
Helsinga, A.  
Hett, Mr. and Mrs. Van de  
F. Tager  
Hindcock, Mr. & Mrs. Thomas, Mr.  
Hind, J. W. von  
Jaffar, H. U.  
Johnson, Rev.  
Joseph, Mr. and Mrs. White, Capt. and Mrs.  
Kaye, Major and Mrs. White, Dr. and Mrs.  
Kelsall, Major & Mrs. M. J.

## Occidental.

Alford, J. R.  
Anderson, G.  
Biermans, Dr. J.  
Brunco, Dr. F.  
Ch



## SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & PORTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.									
STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.		LAST DIVIDEND.	APPROXIMATE RETURN PERCENTAGE QUOTATION.	CLOSING QUOTATIONS.	
				RESERVE.	AT WORKING ACCOUNT.				
<b>BANKS.</b>									
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$8,000,000 \$250,000	\$1,493,488	Div. of £1.10; and bonus of £1 @ ex- change 1/11 9/16=\$35.46 for second half-year 1904. ....	5 1/2 %	\$345 buyers (London 288 \$37 buyers)	
National Bank of China, Limited	99,925	£7	£5	\$200,000	\$41,768	\$2 (London 3/6) for 1903 .....	...	\$37 buyers	
<b>MARINE INSURANCES.</b>									
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,400,000 \$1,739	\$150,494	\$17 for 1903 .....	5 1/2 %	\$320 buyers	
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$90,000 \$151,992 \$362,166 \$371,445	Nil.	\$4 1/2 for year ended 30.4.1904 .....	6 %	\$70 sellers	
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000 \$1,850,000 £20,000	Tls. 217,119	Interim of 7/6 1904 .....	8 %	Tls. 82 buyers	
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$372,749 \$89,110 \$846,773 \$700,000 \$37,704 \$1,000,000	\$2,078,997	\$35 for 1903 .....	5 %	\$700 buyers	
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000 \$218,093 \$2,211 \$1,200,595	\$486,284	\$12 and \$3 special dividend for 1903 .....	8 1/2 %	\$172 1/2	
<b>FIRE INSURANCES.</b>									
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$218,093 \$2,211	\$329,047	\$6 dividend & \$1 bonus for 1903 .....	8 1/2 %	\$87 sellers	
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,200,595	\$360,372	\$34 for 1903 .....	11 1/2 %	\$302 1/2 sales	
<b>SHIPPING, TUG AND CARGO BOATS.</b>									
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$5,000 \$185,000 \$85,439	\$8,832	\$1 for 1904 .....	5 %	\$20	
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$250,000 \$600,000 \$158,444	Nil.	\$2 for year ended 30.6.1904 .....	5 1/2 %	\$35 1/2 sellers	
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$205,000 £100,000	\$26,160	\$1 for second half-year 1904 .....	9 1/2 %	\$27 sellers	
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$205,000 £100,000	£5,853	10/- 10/- 1903 @ 1/10 5/16=\$35.378 .....	5 1/2 %	\$97 buyers	
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 25,000 £40,000	Tls. 43,762	Tls. 2 1/2 final making Tls. 4 1/2 for 1904 .....	7 1/2 %	Tls. 61	
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	\$4,116 \$65,000	£38,852	Tls. 1 1/2 final making Tls. 3 1/2 for 1904 .....	7 1/2 %	Tls. 50 sales	
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$24,757 \$5	\$929	Interim of 1/- (Coupon No. 5) for 1904 .....	4 1/2 %	22 1/2 sellers	
Straits Steamship Company, Limited	5,000	\$100	\$100	\$21,075 \$130,153 Tls. 126,000 Tls. 276,679	\$21,231	\$10 for 1904 .....	7 %	\$142	
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 276,679	Tls. 6,190	Final of Tls. 1 1/2 making Tls. 3 1/2 for 1904 .....	11 %	Tls. 30	
<b>REFINERIES.</b>									
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$450,000	Dr. \$2,812	Final of \$15 making \$20 for 1904 .....	9 1/2 %	\$113 sellers	
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$85,987	\$3 for 1897 .....	...	\$18 sellers	
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,635	\$1 1/2 for year ending 30.9.04 .....	5 1/2 %	Tls. 71 sales	
<b>MINING.</b>									
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$40,000	£7,820	Interim of 1/- (No. 4) 50 cents making G. \$1 for 1904 .....	5 1/2 %	Tls. 7 1/2 ex d. v. b.	
Oriental Consolidated Mining Company, Limited	50,000	G. \$10	G. \$10	none	G. \$672,993	No. 12 of 1/-=48 cents .....	...	£3 17/6 \$6 1/2 buyers	
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	\$4,873	Dr. £4,029	...	...	...	
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 1,129,652	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903 .....	...	\$490	
Docks, WHARVES & GODOWNS.									
Farnham, (S. C.) Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 34,024	Final of Tls. 8 making Tls. 13 for 1904/5 .....	9 1/2 %	Tls. 14 1/2 buyers	
Fenwick (Geo.) & Co., Limited	12,000	\$25	\$25	\$70,000	\$8,577	\$3.75 for 1904 .....	11 1/2 %	\$29 ex. new \$27 new	
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	40,000	\$50	\$50	\$68,4					

Company Name	Capital	Reserves	Dividend	Interest	Profit	Loss	Other	Notes
National Bank of China, Limited	99,925	£7	£5	\$200,000	\$41,768	\$2 (London 3/6) for 1903		London 288 \$37 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,400,000 \$1,739	\$150,494	\$17 for 1903		5 1/2 % \$30 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$90,000 \$11,902 \$382,166 \$371,445	Nil.	\$4 1/2 for year ended 30.4.1904		6 % \$70 sellers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000 \$1,850,000 £20,000 \$372,749 \$803 110 \$846,773 \$700,000 \$37,704 \$1,000,000 \$218,003 \$2,241 \$1,200,505	Tls. 217,119	Interim of 7/6 1903	8 % Tls. 82 buyers	
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$372,749 \$803 110 \$846,773 \$700,000 \$37,704 \$1,000,000 \$218,003 \$2,241 \$1,200,505	\$2,078,997	\$35 for 1903	5 % \$700 buyers	
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000 \$218,003 \$2,241 \$1,200,505	\$486,284	\$12 and \$3 special dividend for 1903	8 1/2 % \$172 1/2	
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$218,003 \$2,241 \$1,200,505	\$329,047	\$6 dividend & \$1 bonus for 1903	8 1/2 % \$87 sellers	
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$218,003 \$2,241 \$1,200,505	\$360,372	\$34 for 1903	11 1/2 % \$302 1/2 sales	
SHIPPING, TUG AND CARGO BOATS.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$5,000 \$185,000 \$85,439 \$250,000 \$600,000 \$158,444	\$8,832	\$1 for 1904	5 % \$20	
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$5,000 \$185,000 \$85,439 \$250,000 \$600,000 \$158,444	Nil.	\$2 for year ended 30.6.1904	5 1/2 % \$35 1/2 sellers	
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$5,000 \$185,000 \$85,439 \$250,000 \$600,000 \$158,444	\$26,160	\$1 for second half-year 1904	9 1/2 % \$27 sellers	
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$5,000 \$185,000 \$85,439 \$250,000 \$600,000 \$158,444	£5,853	10/- for 1903 @ 1/10 5/16 = \$5.378	5 1/2 % \$97 buyers	
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 25,000 £40,000 £4,116 £55,000 £4,257 £40,000 £21,075 £130,153 Tls. 276,079	Tls. 43,763	{ Tls. 2 1/2 final making Tls. 4 1/2 for 1904 ... { Tls. 1 1/2 final making Tls. 3 1/2 for 1904 ... Interim of 1/- (Coupon No. 5) for 1904 ...	7 1/2 % Tls. 61 7 1/2 % Tls. 50 sales 4 1/2 % 22 1/2 sellers	
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	Tls. 25,000 £40,000 £4,116 £55,000 £4,257 £40,000 £21,075 £130,153 Tls. 276,079	£38,852	{ Tls. 2 1/2 final making Tls. 4 1/2 for 1904 ... { Tls. 1 1/2 final making Tls. 3 1/2 for 1904 ... Interim of 1/- (Coupon No. 5) for 1904 ...	7 1/2 % Tls. 61 7 1/2 % Tls. 50 sales 4 1/2 % 22 1/2 sellers	
"Star" Ferry Company, Limited	10,000	\$10	\$10	Tls. 25,000 £40,000 £4,116 £55,000 £4,257 £40,000 £21,075 £130,153 Tls. 276,079	\$929	{ Tls. 2 1/2 final making Tls. 4 1/2 for 1904 ... { Tls. 1 1/2 final making Tls. 3 1/2 for 1904 ... Interim of 1/- (Coupon No. 5) for 1904 ...	5 1/2 % \$20 5 1/2 % \$35 1/2 sellers	
Straits Steamship Company, Limited	5,000	\$100	\$100	Tls. 25,000 £40,000 £4,116 £55,000 £4,257 £40,000 £21,075 £130,153 Tls. 276,079	\$21,231	\$10 for 1904	7 % \$142	
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 25,000 £40,000 £4,116 £55,000 £4,257 £40,000 £21,075 £130,153 Tls. 276,079	Tls. 6,190	Final of Tls. 1 1/2 making Tls. 3 1/2 for 1904	11 % Tls. 30	
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$450,000 none Tls. 100,000	\$42,812	Final of \$15 making \$20 for 1904	9 1/2 % \$113 sellers	
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	\$450,000 none Tls. 100,000	\$85,987	\$3 for 1897	\$18 sellers	
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	\$450,000 none Tls. 100,000	Tls. 1,635	Tls. 2 1/2 for year ending 30.9.04	3 1/2 % Tls. 71 sales	
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£40,000 none £4,873	£7,820	Interim of 1/- (No. 4)	Tls. 7 1/2 ex d. v. b.	
Oriental Consolidated Mining Company, Limited	150,000	G \$10	G \$10	£40,000 none £4,873	\$672,093	50 cents making G. \$1 for 1904	£3 17/6	
Raub Australian Gold								

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